DRAFT

Transportation

Introduction: **The Vision for Transportation in East Baton Rouge Parish**

The FUTUREBR Comprehensive Plan envisions a holistic pattern of development that responds to the needs and desires of citizens, seizes opportunities for economic and physical growth respectful of the environment, and continues progress toward ~~the~~ our goal ~~of building America's Next Great City.~~

The FUTUREBR Vision calls for a shift in how land use and transportation priorities and decisions are made in the East Baton Rouge region. The region is congested and these conditions are projected to worsen in the next 20 years if the current approach to land use and transportation does not change. The Parish will require substantial new investments in roads and streets. However these investments alone will not give East Baton Rouge Parish the transportation system it needs for the 21st century. Investments in transit ~~will also be needed~~. and walking and biking infrastructure will ~~need to~~ be needed ~~treated as serious transportation alternatives, and deserve equal consideration in transportation plans.~~ In addition, coordinating land use and transportation can be some of the most powerful and cost effective tools the Parish can use.

For example, reducing travel distances can be accomplished by shifting land use patterns to bring homes, jobs, shops, services and educational facilities together in a more accessable ~~and walkable~~ environment. Enhancing connectivity and embracing new modes of transportation that connect these walkable centers to the surrounding neighborhoods, city, parish and region is also instrumental in achieving the FUTUREBR Vision.

Core Values and Aspirations of the Vision

A diverse group of residents and stakeholders representing all parts of East Baton Rouge Parish provided input through workshops, open houses, interviews, focus groups and survey discussions. Respondents consistently cited the following core values and aspirations they believed should be the foundation for building a vision for East Baton Rouge Parish.

Core values that relate to transportation:

Strong neighborhoods and communities: Neighborhoods in all areas of the City-Parish are desirable places to live and have a range of housing types and nearby amenities to serve residents.

Convenient transportation: There is a variety of choices for moving both people and goods, as well as improving existing ways to move throughout the Parish.

Healthy environment: Natural resources are protected and conserved to provide active and passive recreational opportunities that promote improved health for current and future residents.

Sustainability: The future reflects the creativity and resiliency of East Baton Rouge Parish's young residents, with a focus on fiscal, physical, environmental, economic and equitable sustainability.

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This shift in policy has strongly resonated throughout the public input provided during the FUTUREBR planning process.

In coordination with this overall vision, our transportation system must meet the needs of all of the residents, whether they choose to locate in the City's core or the outlying suburbs, and contribute to a desirable quality of life. The intention of this ~~transportation~~ system is to ensure a sustainable ~~roadway form~~ network by way of connectivity, efficiency, and flexibility that supports Baton Rouge's livability, sustainability and overall economic development. As the community of Baton Rouge continues to grow, diverse transportation options and ~~flexible~~ street designs allow for increased efficiency of ~~traffic flow~~ movement in and around the greater metropolitan area.

Flexible street designs consider an array of transportation options —bus, train and bike — that support all sectors of the community regardless of age, sex or race. Enhanced street design, pedestrian oriented streetscapes, green space, and a well defined urban context increase not only the walk-ability and bike-ability of the community, but work to enhance the overall character of the community. It is through the implementation of these elements, and others recommended in FUTUREBR, that Baton Rouge will ~~become America's Next Great City.~~ achieve the vision of this plan.

This vision is consistent with the State of Louisiana transportation guidelines which promote a more comprehensive and integrated transportation network that provides safe and diverse multi-modal transportation options to all Louisianans regardless of "geographic location, physical condition, economic status or service requirements." The State promotes Complete Streets as a multi-modal design standard which encourages the use of bicycle, pedestrian and transit infrastructure in a safe, unified network for both on- and off- street traffic, including but not limited to: sidewalks, bikeways, trails, and transit. However, specific design standards do not currently exist for the State, allowing communities to develop and implement their own standards that best fit the local context.

Vision Legend

PROPOSED LAND USE

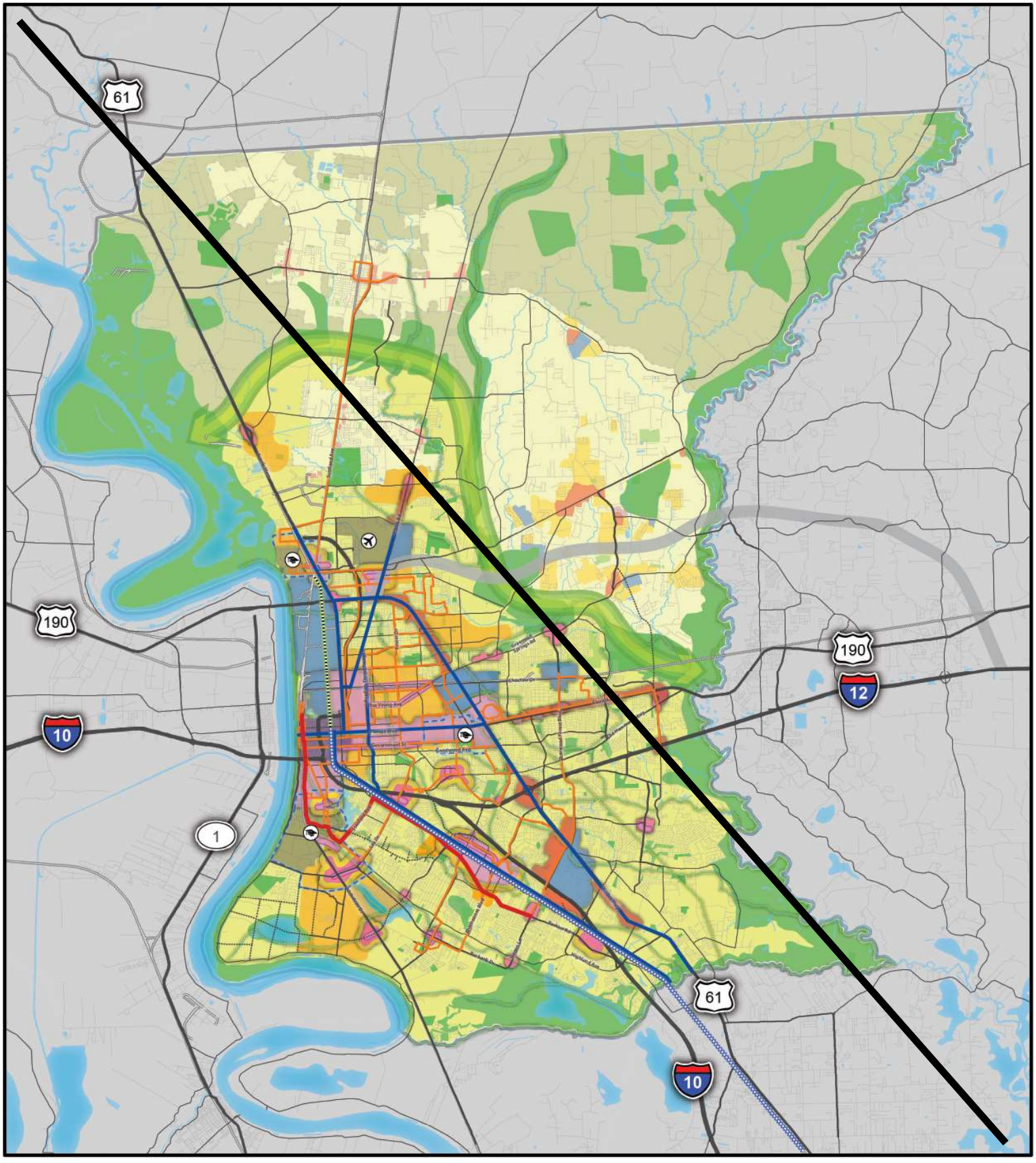
- Downtown
- New Mixed-Use Centers
- Mixed-Use Corridor
- Commercial Areas
- Employment Centers
- New Neighborhood
- Existing Neighborhood
- Agricultural and Rural Communities
- Regional Parks and Open Space
- University Districts

PROPOSED TRANSIT

- Regional Rail
- Potential Regional Rail Extension
- BRT Frequent Service Bus
- Streetcar
- Local Bus Service

Introduction

Figure 1: Vision Map



Introduction

Challenges and Opportunities

Those who live, work or travel in East Baton Rouge Parish know that the region has severe transportation problems. Roads are clogged and the transit system is inadequate, making it difficult and time consuming to travel both around the region and locally. Baton Rouge is currently ranked 3rd in interstate congestion[1] among mid-sized cities in the United States; ~~and~~ this did not happen overnight.

Mobility issues primarily ~~derive~~ arise from three realities. First, the City-Parish has a vibrant, growing economy. Second, there was no significant transportation planning during the critical growth phase of the region, the ~~1960's and~~ 1970's, when Baton Rouge was transitioning from a small town to an urbanized area. And ~~finally~~ significantly, most of the population growth in the last 40 to 50 years has occurred away from the core of the region.

Progress has occurred on two fronts in Baton Rouge – the City-Parish funded a series of significant road improvements through a bond issue, known as the Green Light Plan, and the state began widening two of the interstate routes vital to commuters in the region. ~~However, e~~Even with these efforts, projections show congestion will continue to worsen without a fundamental change in how the City-Parish plans and invests in the transportation system.

1 Texas A&M Transportation Institute. Annual Urban Mobility Report, 2014.

Introduction

To successfully solve traffic, mobility, and transportation equity issues it is clear that several strategies must be employed:

- Integrate land use and transportation facilities by incorporating a "Complete Streets" approach for future transportation improvements
- Prioritize and fund strategic congestion relief road projects
- Strengthen and enforce connectivity requirements for new development
- Fund public transit to service the riders of need while attracting the riders of choice
- Improve biking and walking opportunities
- ~~Implement a "Great Streets" program to enhance targeted corridors~~

All of the above actions will be ineffective ~~for naught~~ if we are not successful in encouraging growth patterns that shorten commutes. It is not possible to build enough roads or supply enough public transit to sustain the current growth patterns. Combining land use planning with strategic transportation investment utilizing the latest technologies for operations is the key to the future of the Parish.

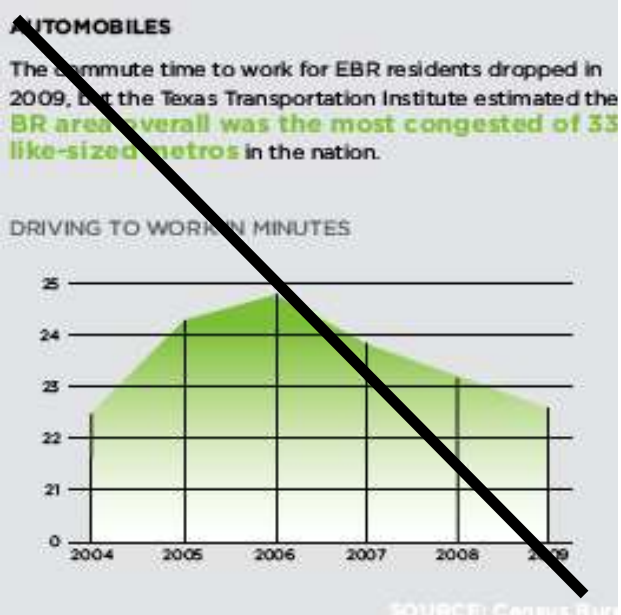
This element lays out the background data collection and analysis that was completed throughout the FUTUREBR comprehensive planning process, describes the type of modern transportation system that will help deliver the City-Parish's long term vision, and lays out a series of policies, tools and strategies for building that system. ~~This element is supplemented by an additional City-Parish Transit Report, which was prepared in light of the City-Parish's pronounced need for a fully revitalized improved transit system. Portions of that document are incorporated here, for reference.~~

Part 1: ~~How~~ Transportation ~~Works in East Baton Rouge Parish~~ Today

The current pattern of infrastructure development throughout the Parish has led to a ~~disjointed~~ localized series of transportation facilities that have little relation to one another in how they were planned or how they function. This has resulted in a system where transportation planning decisions are made that consider only one mode of transportation, thereby pitting the movement of vehicles against pedestrians, bicyclists and transit. FUTUREBR's transportation vision encourages the development of a multi-modal system that recognizes the need for additional roadway facilities while also realizing that the needs of transit users and pedestrian must be met and that mode choice can help offset some of the vehicular congestion issues throughout the Parish.

Current Lack of Transportation Options

One of the most visible symptoms of not having a unified transportation plan for ~~the Parish of~~ East Baton Rouge Parish is the lack of available transportation options. Without working toward a common vision, the automobile becomes the easiest mode of transportation to provide service. In 2008, the City-Parish Department of Public Works (DPW) performed an audit of its streets and found that there were 2,376 miles of roadway in the Parish with only 944 miles (40%) of roadway that included sidewalks. Inside the City limits approximately 48% of roadways have sidewalks. As of 2011, only 15.6 miles of bike lanes and 7.5 miles of bike paths exist in the Parish.



However, since FUTUREBR was adopted in 2011, bike facilities have increased to 35 miles of seperated bike paths and 28 miles of dedicated, on-street striped bike lanes.

The Planning Commission studied the existence of sidewalks in the parish by design level in 2015. Downtown had 75% of streets with sidewalks, Urban had 53%, Walkable had 38% and Suburban at 50%.

Generally, funding small-scale projects such as intersection improvements or street widening are relatively easy to accomplish compared to the development of a robust multi-modal system. The public notices reductions in congestion when certain intersections are improved and marks it "progress." Since most of the travelling public utilizes automobiles, the positive impact of added and improved bike and pedestrian facilities is more difficult to quantify. This political reality has had a heavy influence on the allocation of transportation funding for the last 50 years~~, and voting trends in the past five years perpetuate this pattern. But In 2005, the voters approved the extension of a half-cent sales tax to complete almost $600 million in new roads and roadway widening. In October 20102, a tax to dedicate funds to transit was defeated approved.~~

Similar to the piecemeal development of the transportation infrastructure, the land development and associated land uses for the past 50 years have increasingly fostered an environment heavily dependent on the personal automobile. For a period of time, minimizing infrastructure costs was a key component to profitability of private land development. As a result, the Parish experienced an explosion of one-entrance developments that do not connect together, where transit connectivity was not encouraged, and sidewalks were uncommon. Only recently has the market shown a demand for more walkable, connected communities, ~~which have primarily been seen in Traditional Neighborhood Developments (TND), that echo the form and connectivity of neighborhoods built before the dominance of the car.~~

~~In response to this recent demand for greater connectivity and accessibility, the Parish has developed tools for multi-modal transportation with the adoption of new street cross-sections.~~ Developers have utilized these types of streets; however, implementation has been accomplished in isolated instances with little thought to the area-wide connections. ~~Addressing~~ Improving connectivity and capacity ~~are two near-term actions that~~ must be taken to ~~begin to~~ broaden transportation options in East Baton Rouge Parish.

Connectivity and Capacity

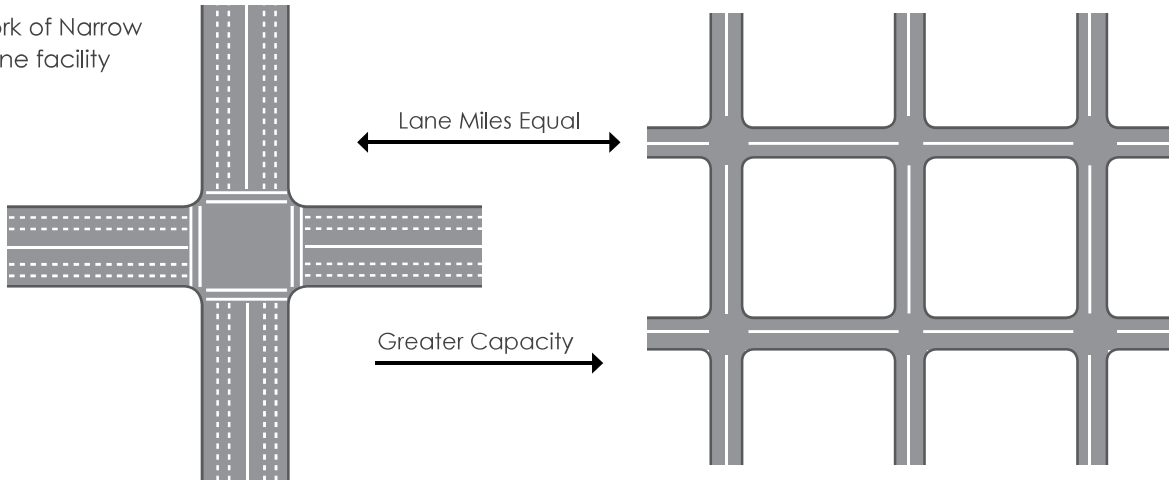
The Importance of Connectivity

A healthy and vibrant street network provides the basic infrastructure or "bones" of a city and the surrounding region. Its placement and design determine how and where residents travel and at what capacity. In a large sense, the road network provides for the cohesive and continuous flow of travel within the region, the local jurisdiction and from one neighborhood to the next. If done correctly, the street network enhances the ~~overall ownership and ideal~~ sense of place within the community and provides opportunities for users to select among alternative routes.

In order to expand transportation options in the City-Parish, there are two principal problems that need to be addressed: lack of connectivity and insufficient capacity.

Appropriate connectivity within the street network maximizes accessibility and allows choices to use different routes and modes of transportation. Well-networked streets provide shorter, more direct routes between destinations. This increases the efficiency and reliability of the road network. During times of congestion or construction, drivers have more opportunities to switch to different routes and avoid delay. This is especially important for emergency responders as they need the fastest, most direct route to a fire or medical emergency. The net effect is that overall transportation demand is spread out over the entire street network rather than concentrated on one or two major streets. As illustrated

Figure 2: A Network of Narrow Streets vs. Multi-lane facility



in Figure 2, a network of narrower streets can handle more traffic (and create more accessible and developable land) than a single multi-lane facility. Redundancy increases the opportunity for drivers to select and avoid routes during delays or construction.

Desirable street networks contain a balanced grid of all roadway classifications throughout the system. This begins with the highest classification of interstate highways with controlled access and progresses through the hierarchy to arterial highways, collector roadways, local roads and residential streets. Properly balancing these different roadway types meets the local transportation needs and also appropriately connects the system to adjacent jurisdictions and the larger state, regional and national transportation networks.

The original street network in some of the oldest areas of Baton Rouge represents a traditional grid ~~best depicted in the downtown and nearby neighborhoods and districts.~~ Originally designed to accommodate people – as opposed to the automobile – these streets are at regular intervals with many intersections, are narrower in size, and are highly walkable. As local and regional travel demands have grown over the past 50 years, the street network has not kept pace. An incomplete grid and poor connectivity between roadway classifications has evolved, beginning with the lack of alternative routes for the highest classification of roadways (controlled access interstates) down to the lack of connectivity ~~within~~ of regional and local roads and between adjacent neighborhoods.

In addition to improved connectivity between local subdivisions, gaps within the local street network need to be filled to complete the system and allow better flow throughout the larger network. Due to development patterns within the past 50 years, these gaps in the local network were ignored with more emphasis placed on resolving the individual intersection congestion needs.

Regional Connectivity

The Parish regional network is heavily influenced by natural topographic features, namely major rivers and environmentally sensitive areas. The Mississippi River to the west, Amite River to the east and Bayou Manchac ~~the Spanish Lake drainage basin~~ to the south have all influenced the existing regional transportation network. Additional connectivity is needed, particularly across the Mississippi ~~River~~ and Amite Rivers. For instance, recent studies have indicated that the greater Baton Rouge community has half the number of lanes crossing the Mississippi River as the New Orleans area and half as many lanes ~~that~~ as Shreveport-Bossier has crossing the Red River.

In addition, daily traffic congestion, frequent traffic incidents and crucial evacuation needs along the I-10 and I-12 corridors reinforce that alternative routes crossing both rivers are critical. The lack of alternative and relief routes during these congestion events leads to overcrowding on other state routes as well as on local streets and neighborhoods.

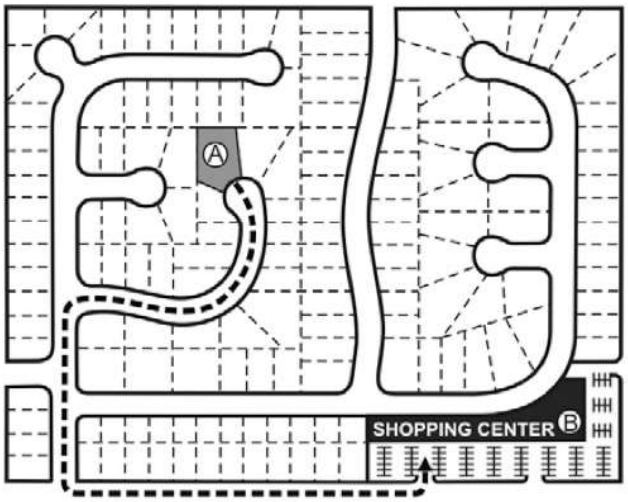
Part 1: **Transportation Today**

Local Connectivity

Historically, conventional suburban street networks provide the basic layout for many of the newer suburban neighborhoods of Baton Rouge. This design lacksed ~~in~~ connectivity and promoting~~ing~~ed the automobile as the primary and most logical form of transportation. With single entry and exit points via larger arterials and collectors, these street designs overstressed the single access points with arterials and collectors, divided neighborhoods, limited accessibility to community facilities, and minimized the potential of the pedestrian network as a form of travel to and from points of interest. Since 2011, the parish has adopted connectivity requirements in order to improve the roadway network and provide opportunity for other modes of travel.

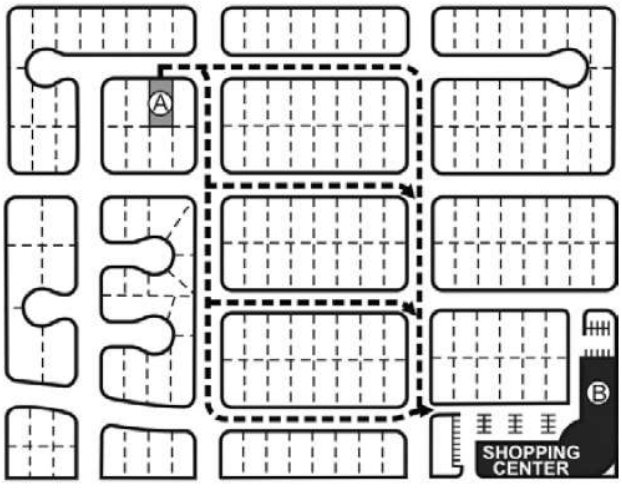
A contrast of the conventional street network versus the more traditional approach is shown in Figure 3. The traditional well-connected local street grid provides more choices which leads to enhanced safety, quicker response time by emergency vehicles and optional routes during traffic incidents. A system of compact blocks and streets increases the opportunities for and performance of other modes of travel, such as walking, bicycling, and taking transit.

Figure 3: Traditional Vs. Conventional Network Comparison



CONVENTIONAL SUBURBAN NETWORK

Channels traffic from local streets to the arterial street system. A system of parallel connectors.



TRADITIONAL URBAN CONNECTED NETWORK

Provides multiple and direct routes between origins and destinations.

Source: Source: Kimley-Horn and Associates, Inc. and Digital Media Productions as published in the ITE publication, Design Walkable Urban Thoroughfares: A Context Sensitive Approach.

The Need for ~~Importance of~~ Capacity

Improved connectivity will provide greater accessibility and increase efficiency and usage of the overall street network. However, capacity needs will still exist ~~even~~ with improved connectivity. Several major routes within the Parish experience heavy congestion on a daily basis. These routes provide residents with local access and they are critical regional links into and out of the Parish to adjacent parishes and other parts of the state. Peak hour demand and congestion on interstate systems and major arterials within the Parish has grown from one to two hour events to five to six hours of congestion per day. Major congestion on these primary routes trickles down to local arterials and collectors placing an additional traffic burden on an already over-stressed local system.

~~Statewide, vehicle travel in Louisiana has increased 21 percent from 1990 to 2008, and by 2030 is projected to increase by another 25 percent.~~ Louisiana, and the Baton Rouge metropolitan area, has an extensive port (water-based shipping) and rail system (bulk shipping). However, 40 to 50 percent of the goods shipped to and from destination sites in the state are carried by trucks; representing almost $300 billion in goods annually shipped by truck. Overall, commercial trucking within Louisiana and the Baton Rouge area is projected to increase 17 percent by 2020.

Additional capacity is needed on the major routes within the Parish to accommodate current traffic demands and future growth. Alternate primary routes are needed to not only provide choices but increase the capacity of the overall highway system and help relieve system-wide congestion.

Areas within the Parish that have experienced substantial growth over the past 50 years are underserved by the existing local roadway system. The most congested areas are concentrated within the southern and eastern portions of the Parish. Key local routes need additional capacity within these areas to adequately address current and future needs. These improvements would not only relieve congestion at critical choke points, but promote safer driving conditions, improve accessibility, and encourage increased usage of the corridors by all modes of travel.

It will not be possible to address elements of connectivity and capacity without a coordinated approach to decision-making and funding. The Parish's current transportation system is a product of uncoordinated planning and development. The implementation and funding side also requires coordination and clear priority-setting to ensure that investments are strategic.

AGENCIES INVOLVED IN TRANSPORTATION PLANNING

Louisiana Department of Transportation and Development (LADOTD): LADOTD addresses state transportation issues and is responsible for design, construction and maintenance of state highways within the Parish. The recently published Statewide Transportation Plan "serves as the blue print for transportation investment." LADOTD is an advocate for multiple modes of transport, and strives to encourage sustainable growth across the States' transit system.

City-Parish Department of ~~Public Works~~ Transportation and Drainage (~~DPW~~ DTD): D~~PW~~TD is responsible for the planning and construction of new infrastructure in the Parish~~, as well as, enforcement and maintenance of building code and street standards.~~

City-Parish Planning Commission (CPPC): ~~Represents one of the first joint City-Parish governing bodies.~~ The Commission is charged with governing the physical growth of ~~Baton Rouge and the greater~~ East Baton Rouge Parish. The Commissions ~~strives~~ mission is to ~~promote growth "which best promotes the health, safety, morals, order, convenience, prosperity, and general welfare of the community."~~ be a driving force supporting the development and implementation of the comprehensive plan, providing guidance for growth, development, and restoration, while recognizing the importance of maintaining healthy, diversified neighborhoods, encouraging increased access to economic opportunity, and enhancing the quality of life for all residents of East Baton Rouge Parish.[1]

Capital Region Planning Commission (CRPC):~~[2] Acting~~ serves as the Metropolitan Planning Organization (MPO) for the Baton Rouge ~~Metropolitan~~ Area. CRPC serves 11 parishes ~~including East Baton Rouge.~~

Capital Area Transit System (CATS): Quasi-public organization that provides mass transit via bus operations in the City of Baton Rouge.

Federal Highway Agency (FHWA): FHWA carries out the federal highway programs in partnership with the state and local agencies (LADOTD, ~~DPW,~~ DTD, CRPC, etc.) to meet the Nation's transportation needs. The local FHWA office administers and oversees these programs to ensure that Federal funds are used efficiently within the state and the Parish.

1 ~~Office of the Planning Commission, Mission and Scope. November 2010~~ ~~2014.~~

2 ~~Capital Region Planning Commission. November 2010. URL: http://crpc-la.org/~~

Institutional Coordination

As with most urbanized areas, the transportation system in East Baton Rouge Parish is planned, funded and maintained by numerous sources and agencies. While some of the functions between the agencies overlap, the missions of the agencies can differ, which can result in "silos" or independent operations. All of the agencies and their staff have done their best to function within the existing framework. However, an overarching transportation plan is recommended in order to create a transportation system that meets the needs of all Parish citizens.

Multiple Entities ~~Agencies~~ – Multiple Voices

Multiple entities ~~agencies~~ within the Greater Baton Rouge Metropolitan Area share similar interest and concerns in terms of ~~sustainable~~ transportation options and infrastructure. Coordination and cooperation among such entities ~~agencies~~ is needed to provide consistency in the development and implementation of the regional transportation program.

Collaboration among these entities ~~agencies~~ is vital to prevent overlap of efforts, as well as to provide a stronger and more consistent foundation for transportation efforts within Baton Rouge as they pertain to the Parish, greater region and state. Similarly, discussion across agencies allows for shared resources by way of staff, and technical and financial support. Finally, collaborative efforts allow for a common platform among agencies (regardless of size) that enhance and promote joint ownership, and therefore the success of transportation projects.

Coordination with Others

In addition to coordinating with other governmental agencies, the success of FUTUREBR also demands coordination with non-governmental entities such as BikeBR, Baton Rouge Area Foundation, the Center for

~~Compounding this lack of an overall transportation plan today is a lack of early planning that should have occurred as the urban area developed in the 1960's and 1970's. Finally, and most challenging, is the extreme congestion residents are facing.~~ Among the City-Parish's greatest challenges is the extreme congestion faced by residents. The Texas A&M Transportation Institute (TTI) ~~recently~~ determined in 2015 that Baton Rouge has the third highest level of interstate congestion for a mid-sized city in the U.S. TTI estimated that the average commuter in Baton Rouge pays the equivalent of a "congestion tax" in the amount of $1,030 per year. This value was determined by calculating the extra fuel consumed by vehicles traveling at slower speeds and the time wasted spent on congested roads. The value of time was calculated with a value of $16.01 per person-hour and $105.67 per truck-hour. (MOVE TO BOTTOM OF PAGE 9)

Planning Excellence, the Healthy Baton Rouge, and the Sustainable Transportation Action Committee, among others.

In late 2017, CRISIS released its Capital Region Mobility Strategy laying out a series of both long and short range actions to address the congestion issues facing the Baton Rouge Area. This report, which was endorsed by the MPO, laid out proposals to enhance the capacity of the transportation system (including enhanced river crossings), providing increased travel choices (such as expansion of active transportation alternatives to promote the use of bicycles as a transportation alternative), and adoption of regional policies (such as Baton Rouge's Complete Streets Policy) to more holistically address the transportation issues facing the region.

Coordination with advocacy groups, non-profits and private foundations will contribute to developing consensus and momentum in support of the shared vision articulated in FUTUREBR.

Transportation System Funding and Investment

Numerous studies have demonstrated that new road construction alone will not solve the problems of a highly congested, sprawling urbanized area. While new and widened roads are an important element of a congestion solution, other transportation options must be given a high priority when deciding how to spend available dollars such as transit, Intelligent Transportation Systems and Travel Demand Management, to name a few. Transportation funding levels are on the decline so strategically utilizing the funding that is available is critical to solving congestion problems.

Where Does Current Transportation Funding Come From?

Funding for transportation projects within the Parish is derived from several sources. The LADOTD principally receives funding from a 20-cent per gallon state gasoline tax, federal aid dollars, self-generated revenues and other variable revenues, such as interagency transfers. Four cents per gallon of the state gasoline tax is dedicated to the Transportation Infrastructure Model for Economic Development (TIMED) program for specific projects (none of which are in the Parish), while the remaining 16 cents per gallon is dedicated to the Transportation Trust Fund (TTF) which funds transportation projects through the legislatively controlled priority program. Federal gas tax dollars are distributed by the LADOTD through various programs such as

capacity improvements, congestion mitigation and air quality. ~~During 2009 and 2010, state surplus and federal stimulus funds added one-time transportation dollars to the DOTD state highway program and included projects with the Parish.~~

East Baton Rouge Parish does not have a permanent, ~~dedicated~~ revenue stream for transportation projects. In October 2005 the citizens of East Baton Rouge Parish voted and passed an extension - scheduled to sunset in 2030 - to the current 0.5% sales and use tax for local street and roadway improvements. Seventy percent of the proceeds are used for transportation improvements -- including the construction of new roads, widening of existing roads, intersection improvements and upgrades to traffic signalization and synchronization. The bonding capacity of the Green Light Plan is estimated to be $550 million.

~~As well,~~ Transit in East Baton Rouge does ~~not~~ have a dedicated funding source. The operating budget is derived from fare box revenue, federal, state and local funding, and property tax. ~~This has been problematic for the agency to establish a robust and consistent transit system.~~

Is Current Funding Enough?

The short answer to the question of funding adequacy is "no." Current transportation funding simply is not enough. Statewide estimates by LADOTD project there is a $12.7 billion backlog in unmet highway construction needs for state routes in Louisiana. An additional $900 million per year is needed to avoid falling further behind. The annual statewide spending on transportation projects has decreased in recent years. Construction dollars spent on state routes within the Parish varies year-by-year depending on the priority of projects statewide.

These state routes are crucial because they are the most heavily traveled highways within the Parish. Dollars spent on these routes represents a significant portion of the total annual transportation budget.

To further compound the LADOTD funding need, the 16 cents per gallon gas tax dedicated to the Transportation Trust Fund is a fixed price per gallon and is not adjusted upwardly to account for inflation, meaning it loses value year on year as inflation decreases the value of the dollar. The price has not been adjusted since it was enacted in 1984, and as a result, inflation has greatly reduced the purchasing power, which has decreased over 50% since its adoption. Also as vehicles become more fuel efficient, the average person will purchase less fuel to drive the same distance. Although gas tax revenue decreases, the needs for roadway maintenance, repair, and other system improvements do not, further eroding state transportation funding.

Federal funding for transportation is also a major concern. One-time federal stimulus dollars have bolstered transportation funding in the short-term, but the mood in Washington to cut spending coupled with a declining federal gas tax inflow, has resulted in uncertainty for programs dependent on these dollars.

According to a 201~~0~~6 publication from The Road Information Project (TRIP)[2], ~~37% of major roads are rated in poor condition and 23% of major roads are rated in mediocre condition within the Baton Rouge metropolitan area. Driving on roads in need of repair costs each motorist an average $534 per year in extra vehicle operating costs. Highway maintenance~~

2 The Road Information Project. ~~Future mobility in Louisiana: Meeting the state's need for safe and efficient mobility. April 2010.~~ The Interstate Highway System Turns 60: Challenges to Its Ability to Continue to Save Lives, Time and Money, June 2016.

~~improves safety as well as reducing costs for motorists. FHWA has found that every $100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period. Louisiana has the second highest overall auto fatality rate in the country. TRIP estimates that in the Baton Rouge area, the cost of serious traffic crashes in 2008 was $304 per driver.~~ 26% of Louisiana's Interstate pavements are in poor or mediocre condition, the fourth highest rate in the nation. Louisiana's Interstate system experienced a 43% increase in vehicle travel from 2000 to 2014, the highest rate in the nation. The fatality rate on Louisiana's Interstates was the eighth highest in the U.S.

East Baton Rouge Parish recognized the funding shortfall for state routes within the Parish when the Green Light Plan (GLP) was developed for transportation and street improvement projects within the Parish. Several of the most important projects of the GLP were on state routes that addressed severe congestion locations and provided relief to citizens within the Parish. Additional needs remain unaddressed on other state and local roadways due to funding limitations.

Finally, while the question of whether funding is sufficient for the City-Parish's transportation goals is a valid question, an equally important issue is how funding is spent, based on the FUTUREBR Vision. Investing in roads and capacity to relieve congestion is crucial, but long-term investments in bike, pedestrian, ~~transit~~ and other components of the system will also be is needed. ~~For example,~~ Transit in East Baton Rouge Parish ~~lacks~~ attained a dedicated funding stream in 2012. ~~In a comparison of six similar southern cities, Baton Rouge had the highest percent of transit funding derived from fare box revenue. Relying on the poorest citizens to fund the transit system has led to a budget crisis that has put the entire transit system in danger of shutting down.~~


Q4 2010 Green Light Plan

Building Better Roads for East Baton Rouge Parish

QUARTER HIGHLIGHTS AND EXECUTIVE SUMMARY

ELM GROVE GARDEN DRIVE IMPROVEMENTS

PROJECT DETAILS

PROGRAM SAVINGS TO DATE

TOTAL COMMITTED FUNDS THRU END OF 4TH QTR 2010: $447.5M

CONSTRUCTION DETAILS

WWW.BRGOV.COM/GREENLIGHT

4TH QUARTER REPORT - DECEMBER 2010

Figure 4: Veterans Memorial Boulevard and Blount Road 2007 - Before

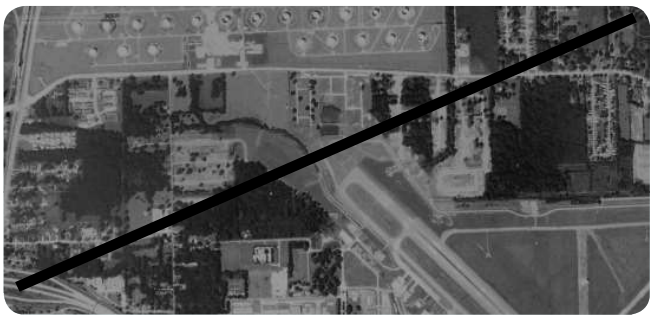
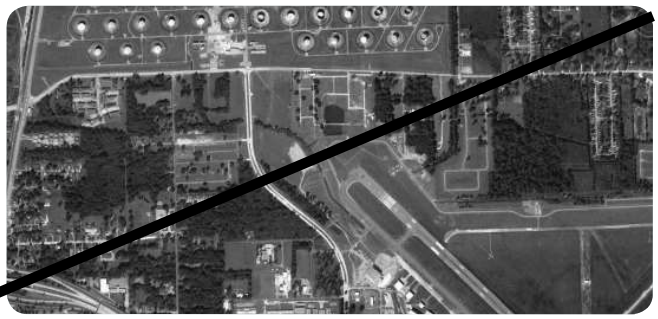


Figure 5: Veterans Memorial Boulevard and Blount Road 2010 - Completed



MOVED: The Importance of Public Transit

Regional Transportation Assets

While this Transportation element focuses primarily on the public travel realm and streets, the region has ~~are~~ several transportation assets linking East Baton Rouge Parish to the nation and world.

Passenger and Freight Rail

Passenger rail service is not currently available in Baton Rouge. A new rail connection from Baton Rouge to New Orleans would enhance the economy of the entire region. As Louisiana's key population and employment centers, Baton Rouge and New Orleans account for 45% of the state's population, 48% of the state's jobs and 53% of the state's GDP. The economies of Baton Rouge and New Orleans are already tightly knit, but a secure passenger rail link between the two cities would expand business opportunities for Baton Rouge and attract new visitors to Baton Rouge.

By 2030, a line connecting Baton Rouge and New Orleans could ~~make eight round trips a day, average over 90 mph, and make the journey from downtown to downtown in an hour. This rail connection would~~ reduce congestion and travel time along I-10 and provide a reliable, fast and convenient alternative to driving, in addition to reducing regional carbon emissions.

Three freight rail lines serve East Baton Rouge Parish, including the Canadian National Railway, Kansas City Southern Railway Network, and Union Pacific Railroad. The Canadian National line currently runs through the downtown Baton Rouge riverfront district. Relocating this line with minimal disruption to residential and commercial properties in the area could ~~and~~ enhance the downtown environment and reduce crossing conflicts. Adding an additional rail bridge across the Mississippi would be another measure to consider to improve freight capacity. Currently there is just one freight rail bridge that crosses the river.

Aviation

The City of Baton Rouge owns and, through the Greater Baton Rouge Airport District, operates the Baton Rouge Metropolitan Airport (BTR). BTR occupies about 1,250 acres of land and has two runways designed for air carrier aircraft operations. Over 60 daily flights depart from BTR. ~~In February 2004,~~ BTR ~~developed a~~ undertook an update to their master plan in 2016 to serve as a general guide for future growth.

Located just off I-110 at the Harding Boulevard interchange, the airport is strategically located to service economic drivers such as downtown, Southern University and LSU. The chemical manufacturing plants located near the capital and US 61 ~~can~~ are also be served by the airport.

Currently, there is very little transit service to the airport. A single bus route, ~~Route 11 (Harding Boulevard)~~ Route 103 Airport Express to Downtown connects the airport to downtown ~~and several central neighborhoods,~~ but automobiles – including taxis, personal vehicles and rental cars – make up nearly all traffic to the airport.

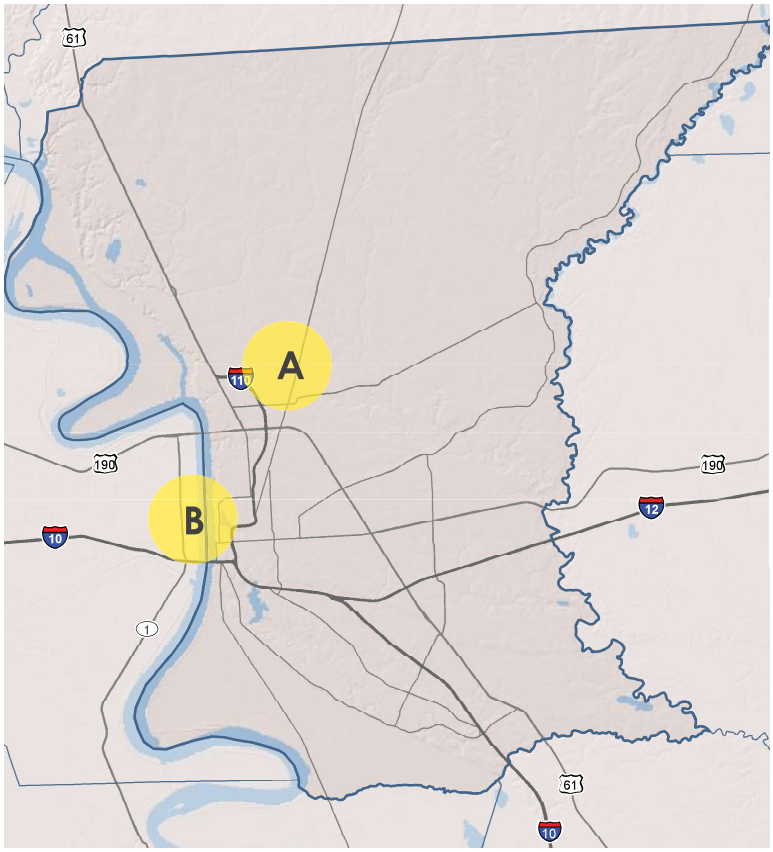
Maritime (insert port photo from port website)

The Port of Greater Baton Rouge is located in Port Allen ~~and situated~~ at the convergence of

the Mississippi River and the Gulf Intracoastal Waterway. Through the Mississippi River inland waterway system, the port is linked to other major ports along the Gulf Coast between Florida and Texas. The port provides easy accessibility to world markets and the Panama Canal. One of key features of the port is that it is adjacent to the Port Allen Lock, which is the northernmost point on the Mississippi River where barges can access the Gulf Intracoastal Waterway. The port ranks among the top ten U.S. ports in the nation and ranks ~~32nd~~ 65th in the world by total annual tonnage.

The Port of Greater Baton Rouge provides excellent accessibility to ~~all types of~~ intermodal transportation. The port is located adjacent to U.S. Interstate 10, and is in close proximity to U.S. Interstates 12, 49, 55, and 59; U.S. Highway 61, 65, and 90 and LA Highway 1. The port's excellent public infrastructure and connectivity provide direct access to ship, barge, freight truck and rail. Its strategic location provides ready access to the nation's heartland via nearly 15,000 miles of inland water transportation as well as to the Gulf of Mexico and ocean trade lanes to and from Latin America and the rest of the world. ~~The port is also served by three Class 1 railroads: Union Pacific Railroad, Illinois Central/Canadian National Railway and the Kansas City Southern Railroad.~~

Figure 6: Regional Transportation Assets



AIRPORT AND PORT LOCATION

A. Baton Rouge Metropolitan Airport

B. Port of Greater Baton Rouge

Part 2: ~~FUTUREBR~~ Transportation Tomorrow ~~Plan~~

Given the existing conditions, institutional needs and funding challenges outlined above, the FUTUREBR ~~transportation plan~~ Element outlines six major actions that must be taken. The overall goal is to build a system that will lead to improved quality of life and the opportunity to fully achieve the region's economic potential.

The six recommended actions are:

- Integrate land use and transportation facilities by ~~incorporating a~~ implementing the Complete Streets ~~approach~~ Policy adopted in 2014 for future transportation improvements
- Prioritize and fund key congestion relief road projects
- ~~Strengthen and enforce~~ Continue implementing connectivity requirements
- ~~Fund~~ Improve public transit to service the riders of need while attracting the riders of choice
- Improve biking and walking opportunities
- ~~Implement a "Great Streets" program to enhance targeted corridors~~
- Implement the latest technology in traffic control systems to manage existing transportation infrastructure

Complete Streets Solutions: Multi-Modal Transportation Approach

Currently East Baton Rouge Parish uses a conventional transportation decision-making process which is governed by automobile travel demand and level of service criteria. Street type and size are determined by ~~two factors~~ – travel demand and level of service – ~~which~~ ignoring neighborhood identity and community character considerations.

In contrast, a Complete Streets Solutions (CSS) approach, as promoted by the Federal Highway Administration and the Institute of Transportation Engineers, is a collaborative, interdisciplinary decision-making process that balances the ~~many~~ needs of diverse stakeholders and offers flexibility in the application of design controls, guidelines, and criteria, resulting in facilities that are safe and effective for all users regardless of the mode of travel they choose.

While travel demand and level of service are considered, CSS takes conventional transportation planning one step further and marries the roadway to its surrounding context, establishing a ~~comprehensive~~ street design which considers context-sensitive criteria such as the natural environment, short and long term goals and objectives set by the Parish, community character, and land use, to name a few.

The safe and timely movement of multi-modal traffic is achieved through the efficient use of three travel realms, which together, comprise a single Right of Way (ROW): context realm, travel realm, and the pedestrian realm. Common street types within a transportation network include freeways, arterials, collectors, and residential or local streets. ~~Complete Street Solutions~~ may be applied to all street types, but focuses on streets that play the most significant role in the local transportation network and that offer the greatest multi-modal opportunities – arterials and collectors. ~~Notable corridors for Complete Street Solutions include Florida Boulevard, Airline Highway, Plank Road, Scenic Highway, Highland Road, Nicholson Drive, among others.~~

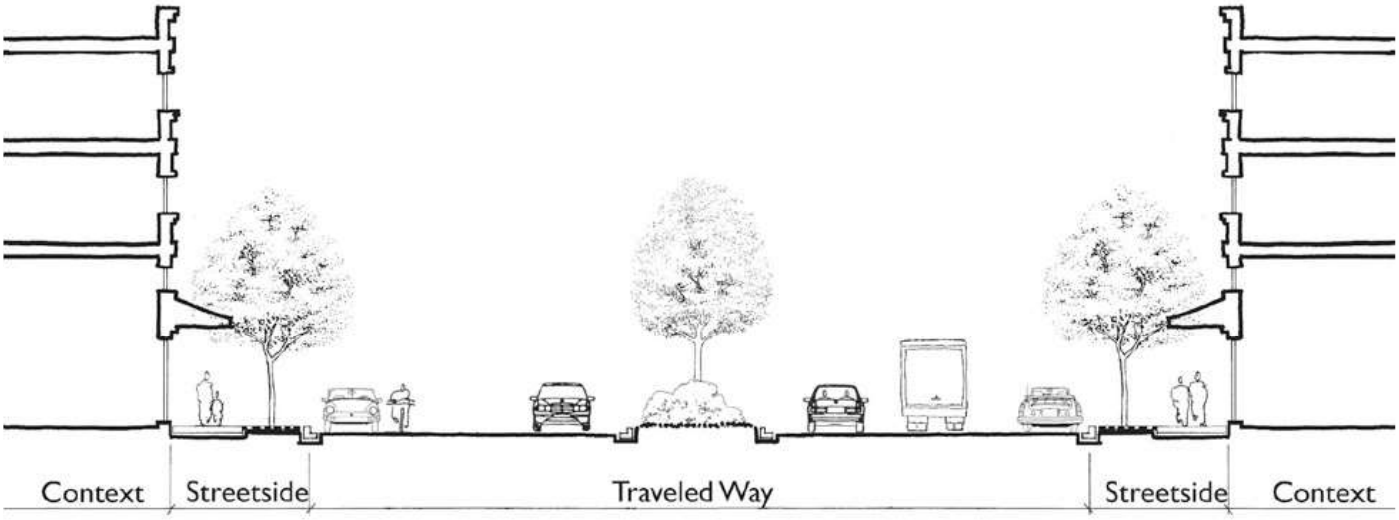
BASIC PRINCIPLES OF COMPLETE STREETS[1]:

- Balance safety, mobility, community and environmental goals in all projects
- Involve the public and stakeholders early and continuously throughout the planning and project development process
- Use an interdisciplinary team tailored to project needs
- Address all modes of travel
- Apply flexibility inherent in design standards
- Incorporate aesthetics as an integral part of good design

1 McCann, Barbara and John LaPlante. 2008. "Complete Streets: We Can Get There From Here." Institute of Transportation Engineers Journal 78: 24-28. www.completestreets.org/webdocs/resources/cs-ite-may08.pdf

Although the realms operate to serve a single purpose, each realm maintains a unique function that ensures the safe and efficient movement of traffic.

Figure 7: Complete Street Travel Realms



STREETSIDE REALM

The streetside or pedestrian realm is most commonly identified as the sidewalk which parallels the street. However, this area is not limited to the sidewalk and is inclusive of the all areas between the curb and building interface. Planting buffers, furnishings, signs, shelters, bicycle parking and other pedestrian amenities are located in this realm.

Source: Kimley-Horn and Associates, Inc. and Digital Media Productions as published in the ITE publication, Design Walkable Urban Thoroughfares: A Context Sensitive Approach.

TRAVELED WAY REALM

This realm is most commonly referred to as the street. It represents the public right-of-way that extends from curb to curb and allows for the transport of more general traffic including cars, trucks, transit, and bicycles. Medians, transit stops, parking, and temporary stops, such as loading zones, may also be found in the Traveled Way Realm.

CONTEXT REALM

This realm identifies those properties (private or public) that are adjacent to the public right-of-way and may include residential homes, businesses, offices, and educational facilities, among others. The locations of these establishments are universal and range in placement from more urbanized to suburban context. These elements determine the overall character of the roadway in terms of type, scale and other modifications required of the adjacent travelway and pedestrian realm.

In order to facilitate the implementation of CSS, the City-Parish adopted a Complete Streets Policy and inaugurated a Complete Streets Committee in 2014. The Committee was conceived to provide stakeholder input on ordinances, policies, design criteria, standards, procedures and guidlines pertaining to the development of Complete Streets.

Integrating Context Sensitive Solutions with Existing City-Parish Planning (add Major Street Plan Map)

The current Major Street Plan provides a hierarchical street classification that distinguishes streets based on their ability to move automobile traffic and focuses on minimizing automobile travel time and congestion at the regional level. It does not often consider that thoroughfare design needs to find a balance between the goals of transportation mobility and land access, and also provide for a range of modes of transportation.

This one-size-fits-all approach to roadway design does not allow adjustments to roadways as they move through varying land uses. The number and type of elements that should be implemented along a roadway vary depending on context – the buildings, businesses, and nearby neighborhoods that determine who uses the road. Traditional cross sections consist of similar design elements on a roadway, regardless of adjacent land uses.

However, because transportation and land use are inextricably linked, a context-sensitive approach is needed to ensure that streets respond to the uses they serve. ~~The Horizon Plan 2007 Fifteen Year Update, established these concepts, and set the groundwork for a Complete Streets Solutions approach in FUTUREBR.~~

How arterials and collectors relate to larger freeways and smaller residential streets is a major issue when planning road network improvements. A network design that fails to account for land uses will produce overly saturated or underutilized roadways and unnecessary expenses or wasted

ROAD WIDTH STANDARDS

The current Major Street Plan is based on an **Arterial, Collector** and **Local Street** hierarchy.

7 Lane = 200' ROW* Curb and Gutter

6D* Lane = 200' ROW

6D Lane = 150' ROW Curb and Gutter

5 Lane = 125' ROW Curb and Gutter

4D Lane = 150' ROW Curb and Gutter

4D Lane = 125'ROW Curb and Gutter

4D Lane = 100' ROW (Existing)

4 Lane = 100' ROW Curb and Gutter

4 Lane = 80' ROW Curb and Gutter

3 Lane = 60' ROW Curb and Gutter

3 Lane = 80' ROW Curb and Gutter

2 Lane = 80' ROW

2D Lane = 60' ROW Curb and Gutter

2 Lane = 60' ROW Curb and Gutter

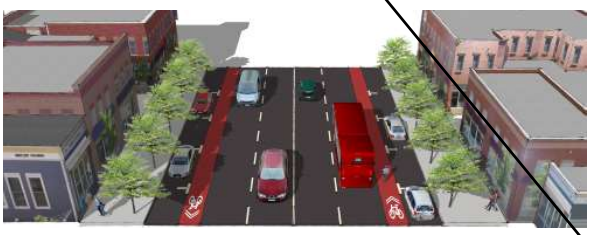
2 Lane = 45' ROW Curb and Gutter

ROW = Right of Way
D = Divided

Part 2: **FUTUREBR Transportation Plan**

With modern transportation modeling, design and demand management techniques, transportation engineers can work with a broad palette of tools to make safe, efficient, ~~and~~ multi-modal streets. Figure 6 illustrates how a single road may have many cross sections, depending on the type of neighborhood or district it serves. Travel volumes and speeds may vary, as do the presence of medians, street trees, and on-street parking.

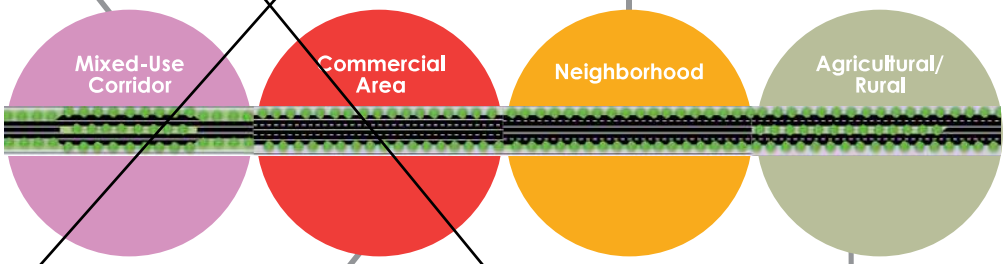
Figure 8: Different Land Use Building Blocks Require Different Street Types



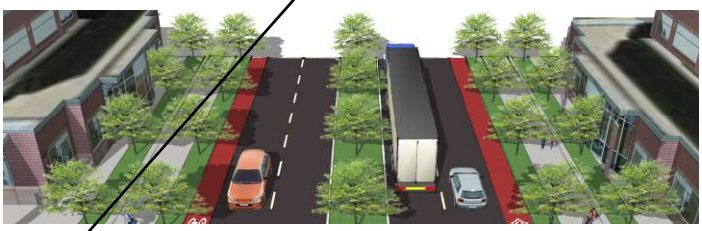
Mixed-use corridor cross-section

New neighborhood street cross-section

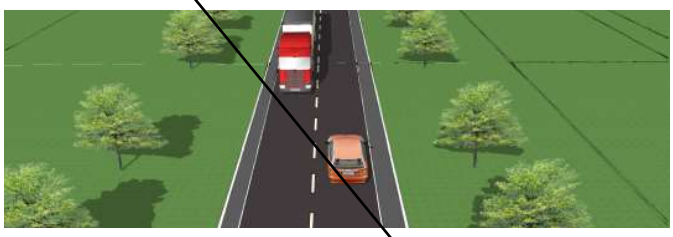
To best serve the different needs of the land use building blocks, a complete street will adapt its design along the corridor.



Different land use building blocks connected by a corridor



Commercial area cross-



Agricultural/ Rural cross-section

THE BENEFITS OF COMPLETE STREETS

- Complete streets are intended to ~~incorporate~~ move people by multiple modes of transportation ~~options~~ within a single roadway network including, but not limited to, bikeways, sidewalks, planting buffers, and transit ways. Design standards are flexible and may be implemented on existing and future transportation corridors.
- Complete streets are flexible and adapt to the changes from an urban to suburban context.
- Context transitions are considered within the complete street transportation network and include the transition from larger roadway arterials to smaller collectors, among others. All elements of the roadway are compensated for, including pedestrian roadway elements. Green links transitions to and from street networks are considered in the general area design.
- Holistic and consistent street design from the street to the building interface.
- Complete streets help establish design guidelines for each roadway type as it pertains to the context and context transitions.

resources. The recommended approach is to maintain the traditional street functional classification system which defines a roadway based on its specific function as it relates to both user mobility and accessibility of the greater transportation network while providing a Complete Streets framework to promote multi-modal street development in targeted areas.

~~Transportation Building Blocks~~ Street Cross Sections

Use of a complete streets approach to transportation planning is a vital element to building public-private partnerships to develop new centers, multi-modal corridors, main streets and residential streets to support the FUTUREBR Vision. This approach recognizes that thoroughfare planning must balance the regional, sub-regional and neighborhood functions of roadways in relation to desired community character. The following transportation building blocks balance elements of conventional level-of-service ~~(LOS)~~ analysis with other context-related criteria, including community objectives, thoroughfare type and the type and intensity of the adjacent land uses.

Table 1: How the Traditional System Relates to Transportation Building Blocks

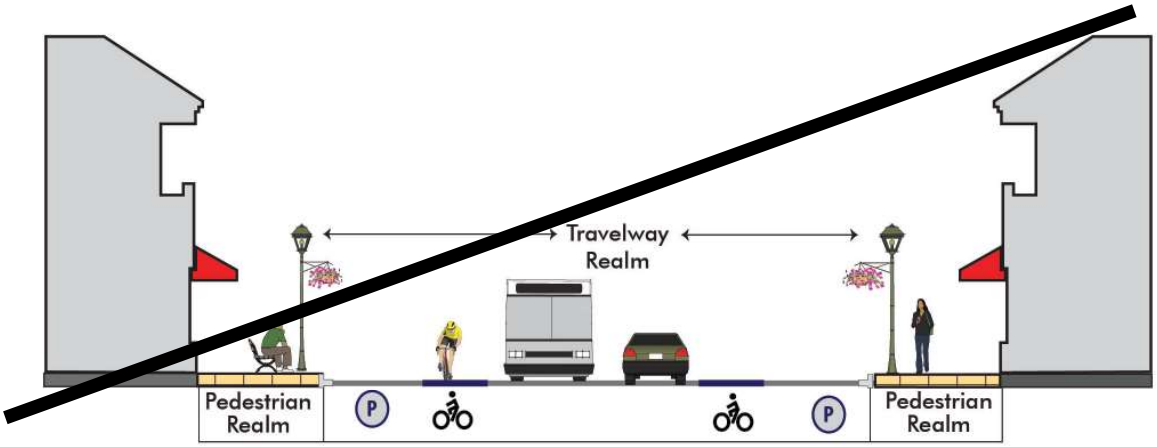
	Commercial / Mixed-Use, Main Street, and Downtown / Agriculture-Rural / Neighborhood					
Right-of-Way Width Options	120	100	80	60	50	44
Arterials						
Collectors						
Local Streets						

* One way streets should be designated separately

Table 1 shows how the traditional system relates to the new Complete Streets system proposed for East Baton Rouge Parish. Instead of a static relationship between road designation and width, a variety of widths and cross-section elements can be applied. This process requires more up-front planning and analysis than applying a standard cross-section, but the benefits in terms of system performance and efficiency and the protection and enhancement of land uses.

~~Transportation Building Block~~ Street Cross-Sections

Figure 9: Mixed-Use, Main Street, Downtown Cross-Section



MIXED-USE/MAIN STREET/DOWNTOWN

Mixed-use, Main Street and Downtown Transportation Building Blocks serve a mix of land uses at varying densities. Buildings are close to the street. These streets promote a mix of transportation modes.

Characteristics may include:

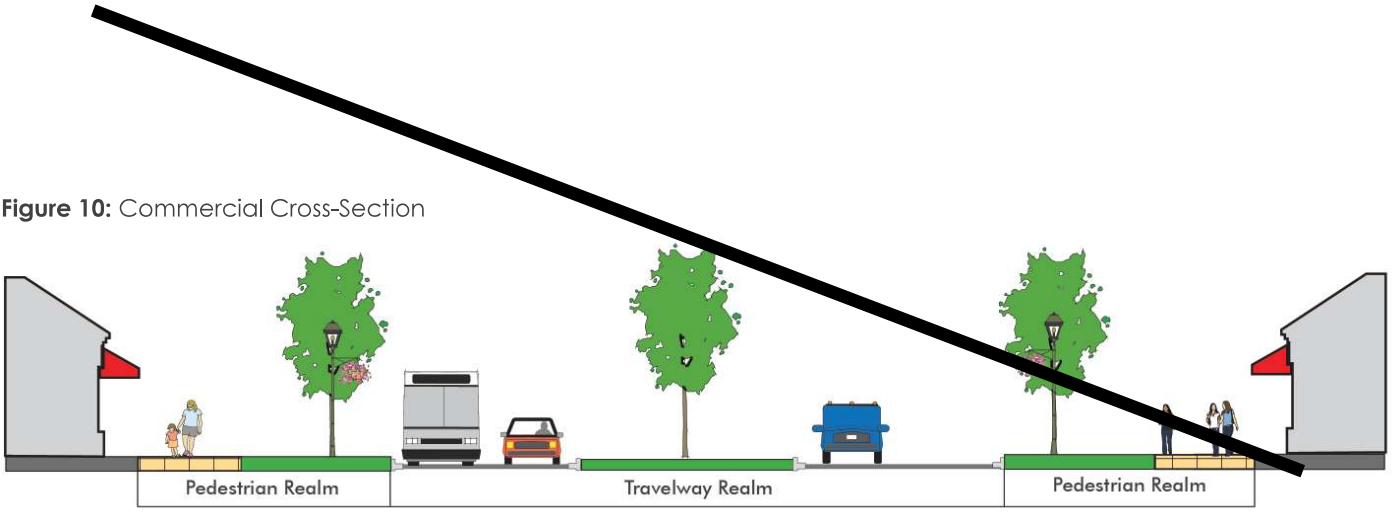
- Diversity in land use - retail, restaurants, offices, services and a variety of housing
- Residential above first floor shops
- Business districts and pedestrian friendly, mixed-use centers
- Local and regional traffic
- Short setbacks and active street face
- High pedestrian traffic
- High transit and alternative modes of transportation

Priority elements:

- Wide sidewalks with transit access
- Dedicated transit lanes
- Bicycle lanes on designated routes
- Bicycle facilities
- On-street parking
- Curb extensions
- Shared parking
- Medians and planting strips

Part 2: **FUTUREBR Transportation Plan**

Figure 10: Commercial Cross-Section



COMMERCIAL

Serve primarily single-use land uses at lower densities – commercial, residential, institutional or industrial. Buildings are typically set back from the road. Streets are dominated by motor vehicle traffic and have less pedestrian and bicycle activity. These streets are often wide and/or serve faster moving traffic.

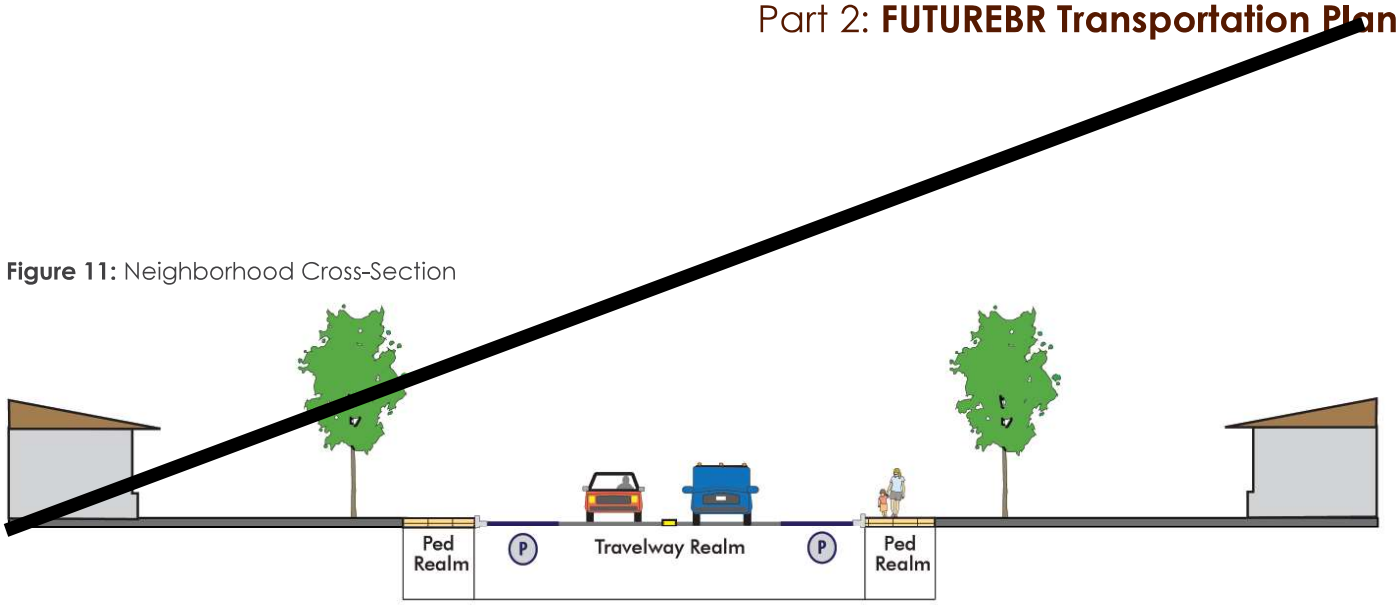
Characteristics may include:

- Adjacent to strip development, big box stores or industrial warehouses
- Long blocks with low connectivity but easy vehicular accessibility
- High levels of traffic at moderate speeds

Priority elements:

- Travel lanes
- Medians
- Transit accommodations
- Protected turn lanes
- Wide pedestrian buffers
- For industrial areas, wide lanes
- Bikes lanes on designated routes
- Bicycle facilities

Figure 11: Neighborhood Cross-Section



NEIGHBORHOOD

Serve residential areas at a range of densities, with low levels of motor vehicle traffic. Depending on the development, block length can vary. Small to medium sized setbacks allow for residential lawns and landscaping where desired.

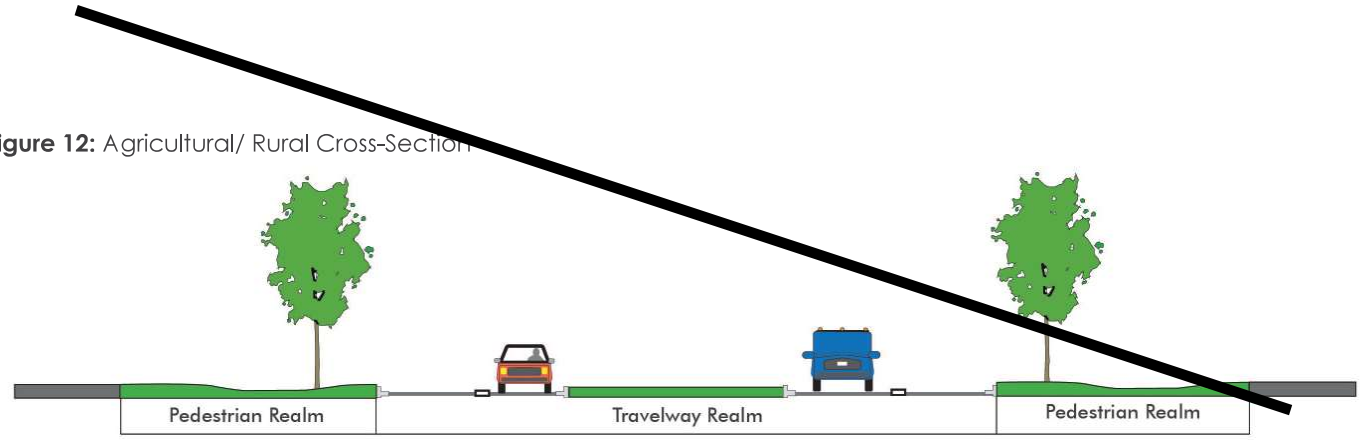
Characteristics may include:

- Residential yards
- Street extension of pedestrian realm (crosswalks, children at play)
- High sense of community
- Low speed limits
- High pedestrian traffic
- Varied block length, depending on development
- Varied setbacks to allow for residential lawns and landscaping

Priority elements:

- Sidewalks a minimum of 5 feet
- On-street parking
- Planting strips
- Insert Cross Section

Figure 12: Agricultural/ Rural Cross-Section



AGRICULTURAL/ RURAL

Serve very low density rural areas with large tracks of land. Have multiple access points, a mix of auto and truck traffic, and are faster moving.

Characteristics may include:

- Single family homes on large rural lots
- Farming and low density industrial or ancillary uses
- Moderate traffic on larger thoroughfares
- Moderate speeds

Priority elements:

- Controlled access
- Wide lanes to accommodate agricultural vehicles

FUTUREBR Transportation Building Blocks include:

Mixed-Use/Main Streets/Downtown

Commercial

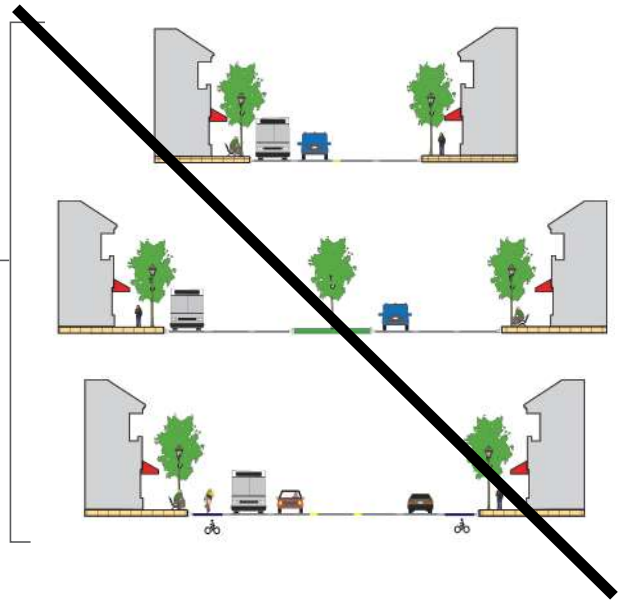
Neighborhood

Agricultural/ Rural

TRANSIT STREETS

These are streets that serve high levels of transit activity – i.e. streetcars, bus rapid transit, and fixed rail. This category is not intended to encompass all streets where transit exists – rather the more transit-intensive streets.

The cross-sections are intended for illustrative purposes to highlight ways in which transit services can be integrated into complete street concepts as corridors are developed. In addition, the cross-sections illustrate the appropriate placement of bicycle and pedestrian options within corridors where the right-of-way permits the inclusion of these elements.



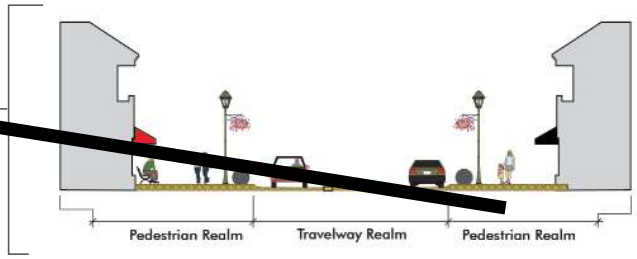
PARKWAYS

Streets that extend through/along natural areas where there is a desire to maintain or create a park-like feel to the roadway, such as wider landscaped medians, natural materials on structures, and shared use paths alongside the road instead of sidewalks.

This category also includes urban residential parkways where speeds are lower, but with a similar aesthetic.

SPECIAL USE STREETS

Includes various types of special use streets such as those that serve arts or cultural districts, shared streets, or festival streets.



Special Purpose and Signature Street Overlays

Additional elements beyond land use and traffic demand influence street design. Coordination with transit, biking, natural areas and special purpose streets such as festival or arts district streets requires additional considerations, as shown in the following Special Purpose/Signature Street overlays. These three Special Purpose and Signature Street Types can be overlaid onto the core street types to provide further guidance to creating a robust, multi-model streets system.

This table shows the CSS Transportation Building Blocks that are most appropriate for each of the FUTUREBR Land Use Plan Categories.

Table 2: Relating Land Use Categories to Transportation Building Blocks

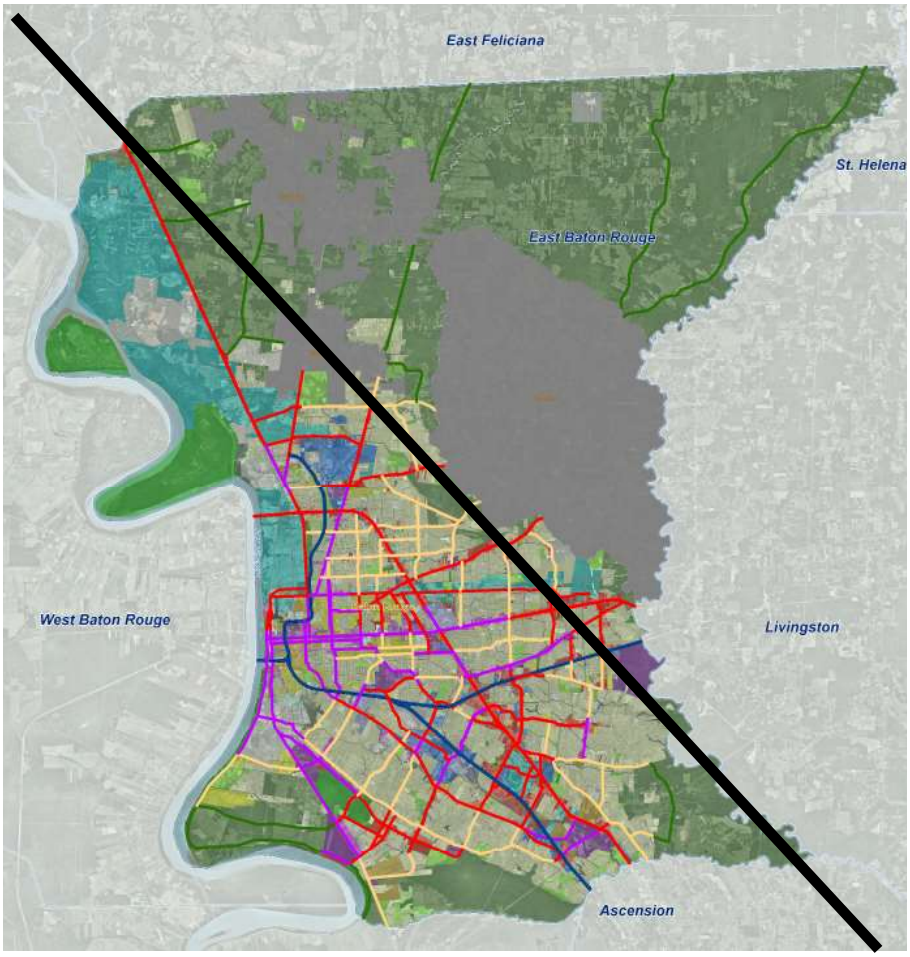
Plan Category	Complete Street Transportation Building Blocks	Typical Design Level
Downtown Core	Mixed-Use/Main Streets/Downtown Neighborhood	Downtown
Neighborhood Center	Mixed-Use/Main Streets/Downtown Neighborhood	Urban, Walkable
Town Center	Mixed-Use/Main Streets/Downtown Neighborhood	Urban, Walkable
Regional Center	Commercial Mixed-Use/Main Streets/Downtown	Urban, Walkable
Main Street	Mixed-Use/Main Streets/Downtown Neighborhood	Urban, Walkable, Suburban
Mixed-Use Arterial	Mixed-Use/Main Streets/Downtown Neighborhood	Walkable, Suburban
Commercial	Commercial	Walkable, Suburban
Employment	Commercial	Suburban
Industrial	Commercial	Suburban
Institutional	Mixed-Use/Main Streets/Downtown	All
University District	Mixed-Use/Main Streets/Downtown Neighborhood	Urban, Walkable
Residential Neighborhood	Neighborhood	All
Compact Neighborhood	Neighborhood Mixed-Use/Main Streets/Downtown	Downtown, Urban, Walkable
Urban Neighborhood	Mixed-Use/Main Streets/Downtown Neighborhood	Downtown, Urban, Walkable
Agricultural and Rural	Agricultural – Rural	Suburban, Rural
Parks and Open Space	Agricultural – Rural	All

Linking Street Design to Planned Land Use

Integrating land use and transportation facilities and building the Parish's multi-modal street system through a complete streets approach make up a fundamental basis of the Parish's future transportation system. The transportation building blocks are designed to work hand-in-hand with land use policy to create public and private places that are vibrant and lively, and where people have a choice in how to get around on a daily basis.

~~The overarching approach to integrating land uses and transportation facilities is known as Complete Streets Solutions (CSS). CSS takes an interdisciplinary approach to street design that will further encourage coordination between traffic engineers, planners, urban designers, architects, emergency response~~

Figure 13: Complete Street Locations



WHERE WILL COMPLETE STREETS GO?

The CSS Map depicts how Complete Streets design policies can be applied on the ground in East Baton Rouge Parish.

The Great Streets section of this plan (beginning on page 52) highlights several corridors which should be the first areas to apply the Complete Streets approach. These include portions of:

- Florida Boulevard
- Government Street
- Nicholson Drive
- Perkins Road
- Airline Highway
- Plank Road

- Commercial
- Freeway
- Mixed-Use/Main Street/Downtown
- Neighborhood Streets
- Agriculture/Rural

~~officials, and the community when designing new streets or reconstructing existing streets. This approach fosters communication with those designing other elements of the community and results in centers of activity where the public spaces – including the streets – promote diverse development types.~~

Baton Rouge has made significant efforts to focus on pedestrian improvements within its existing transportation network. However, the Parish's current conventional framework slows the pace and consistency ~~that~~ with which multi-modal measures are implemented, resulting in patchwork street types that lack progression throughout the transportation network. The Complete Streets approach uses context types – which are typical patterns of land use found throughout the City-Parish – to define proposed thoroughfares, creating a consistent and efficient transportation system.

~~Complete Streets~~ The Transportation Building Blocks allow for flexibility, so the street can work with and enhance adjacent uses. For example, an avenue located within a Main Street context should have a wider pedestrian realm to accommodate more foot traffic and pedestrian activity. Similarly, a sidewalk along an industrial corridor is less of a priority ~~where~~ since pedestrians are not likely to use it, but larger industrial vehicles are common.

~~Mapping Complete Streets~~

Figure 14: Example of "Bulb-Out" Intersection

~~In order to incorporate CSS outcomes without major disruption of the established thoroughfare system, FUTUREBR provides a framework for smooth transition over time. This approach involves:~~

- ~~Creating a Context Sensitive Design manual based on a concept of street types that will serve as overlays on the existing Thoroughfare Plan functional classification system.~~
- ~~Identifying the location of specific street types through area plans based on community input and evaluation of transportation networks.~~
- ~~Implementing targeted amendments to the Thoroughfare Plan through the small area planning process to achieve the desired results.~~

Figure 15: Example of Contrasting Colors for Pedestrian Facilities

Photo credit: www.pedbikeimages.org, Tom Harned.

Implementation Techniques

Incorporating designs for street facilities to ensure that new and rebuilt facilities support FUTUREBR's overarching goals of a multi-modal and flexible transportation system is also important. The following techniques should be incorporated into the City-Parish's transportation design manuals and standards.

Managing Transitions

How certain transportation amenities, such as roadways, sidewalks, bike lanes and transit, ~~etc.,~~ transition from one street type to the next must be considered to ensure the successful implementation and utilization of the entire right-of-way. Transitions are most commonly due to street width limitations and include the modified progression of traffic through the traditional street functional classification system ~~as defined above.~~ Transitions may include traditional geometric design changes such as smooth tapers where lanes change and speed limit changes where design speeds change. Based on surrounding context, transitions ~~within the Complete Streets Network~~ may extend beyond geometric changes and include multi-modal considerations, as well as visual cues to the change in context. Transitions of these types can indicate that changes in the emphasis on pedestrians, the width of the street, or entering or leaving a special district or corridor.

Designing Intersections

In any street network the design and operation of intersections is significant. Multi-modal systems require the safe movement of passenger vehicles, transit, heavy vehicles, bicyclists, and pedestrians through the intersection. Intersection design encompasses the intersection itself and the approaches to the intersection, and may impact adjacent land uses. As with corridors, certain types of intersections are appropriate to specific land uses.

Figure 16: Roundabout

Figure 18: Mini Roundabout

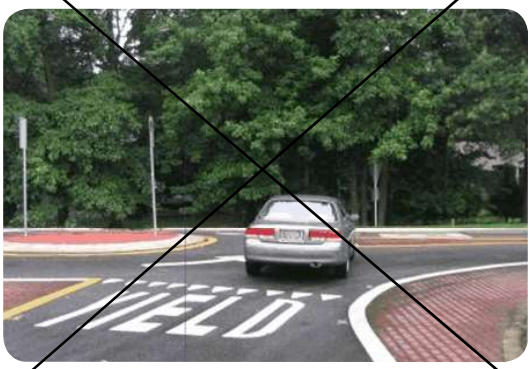


Figure 17: Continuous Flow Intersection

Part 2: **FUTUREBR Transportation Plan**

The Institute of Transportation Engineers publication, Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, identifies the following principles for the design and operation of intermodal intersections:

- Minimize conflicts between modes
- Accommodate all modes with the appropriate levels of service for pedestrians, bicyclists, transit, and motorists
- Avoid elimination of any travel modes due to intersection design
- Provide good driver and non-driver visibility
- Minimize pedestrian exposure to moving traffic on roads with high speeds by greater seperation
- Design for low speeds at critical pedestrian-vehicle conflict points
- Avoid extreme intersection angles and break up complex intersections with pedestrian refuge islands
- Ensure ~~intersections are fully accessible to the disabled and the hearing and sight impaired~~ ADA compliant pedestrian opportunities to accommodate impaired people
- As with other design considerations in the Context Sensitive Design approach, accepted engineering guidelines should be used

In urban areas, intersections have a significant design function as well as a transportation function. All too often, intersections in the Parish have been expanded to ease congestion with little to no regard to the context of the area. Intersections should be designed as compact as possible in urban contexts. Intersections should minimize crossing distance, crossing time, exposure to traffic, encourage pedestrian travel and increase safety. The use of "bulb-outs" at intersections is a common approach to terminate parking lanes for improved sight lines, narrowing the crossing distance and enhancing cross-walk delineation.

Intersections in urban contexts ~~should~~ may use contrasting colors, patterns or textures for pedestrian crossing movements, which increases safety by delineating safe cross-walks for pedestrians and providing visual cues for drivers.Where safe, midblock crossings should be considered for long blocks with high pedestrian use.

Outside of urban context areas, the purpose of roads shifts from access of properties to mobility of the traveling public. ~~Therefore,~~ The design of intersections changes accordingly. In suburban and rural areas, roundabouts are an effective solution for intersections on roads serving up to 25,000 vehicles per day for single-lane roads and 40,000 vehicles per day for dual-lane roundabouts. Roundabouts have been proven to reduce crashes compared to conventional four-way stop or signal controlled intersections. Roundabout intersections can accommodate pedestrians, bicycles and transit. These types of intersections also provide opportunities for landscaping and landmarks.

Figure 19: Example of a Depressed Median with Hydric Vegetation

~~For neighborhood applications, mini-roundabouts have been effective in lieu of all-way stop controlled intersections. While the radius is smaller than a conventional roundabout, a raised island is still recommended, which provides a visual and physical cue to the driver to slow their speed.~~

For higher volume roads, several alternative intersection designs have emerged and could be employed to address the significant traffic congestion in the City-Parish. These innovative intersections modify how left turns are completed and dramatically reduce delay, while costing less than grade-separated alternatives (i.e. overpasses). These intersections include Superstreets, Michigan U-Turns and Continuous Flow Intersections (CFIs). All three concepts entail displacing the left-turn movement from the main intersection. By doing this, the green time formerly dedicated to the left-turn movements can be reassigned to the through movements, which increases capacity. The first two-legged CFI in the US was constructed in Baton Rouge.

Signalization enhancements, a less expensive alternative to maintaining traffic flow, could address timing ensuring signals along major corridors are coordinated.

Part 2: **FUTUREBR Transportation Plan**

Access Management

"Access Management" means regulating access to streets, roads and highways from public roads and private driveways. Measures may include, but are not limited to, restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls, such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility. Access Management is an important concept since it improves safety for vehicles, pedestrians and bicycles. It also improves traffic flow and vehicle capacity, which in turn improves freight mobility by getting goods and services to businesses more efficiently.

~~The DOTD has placed an increased importance on access management. To give this concept the force of policy, DOTD has drafted two~~

Figure 20: Locations of Key Congestion Relief and Connectivity Projects

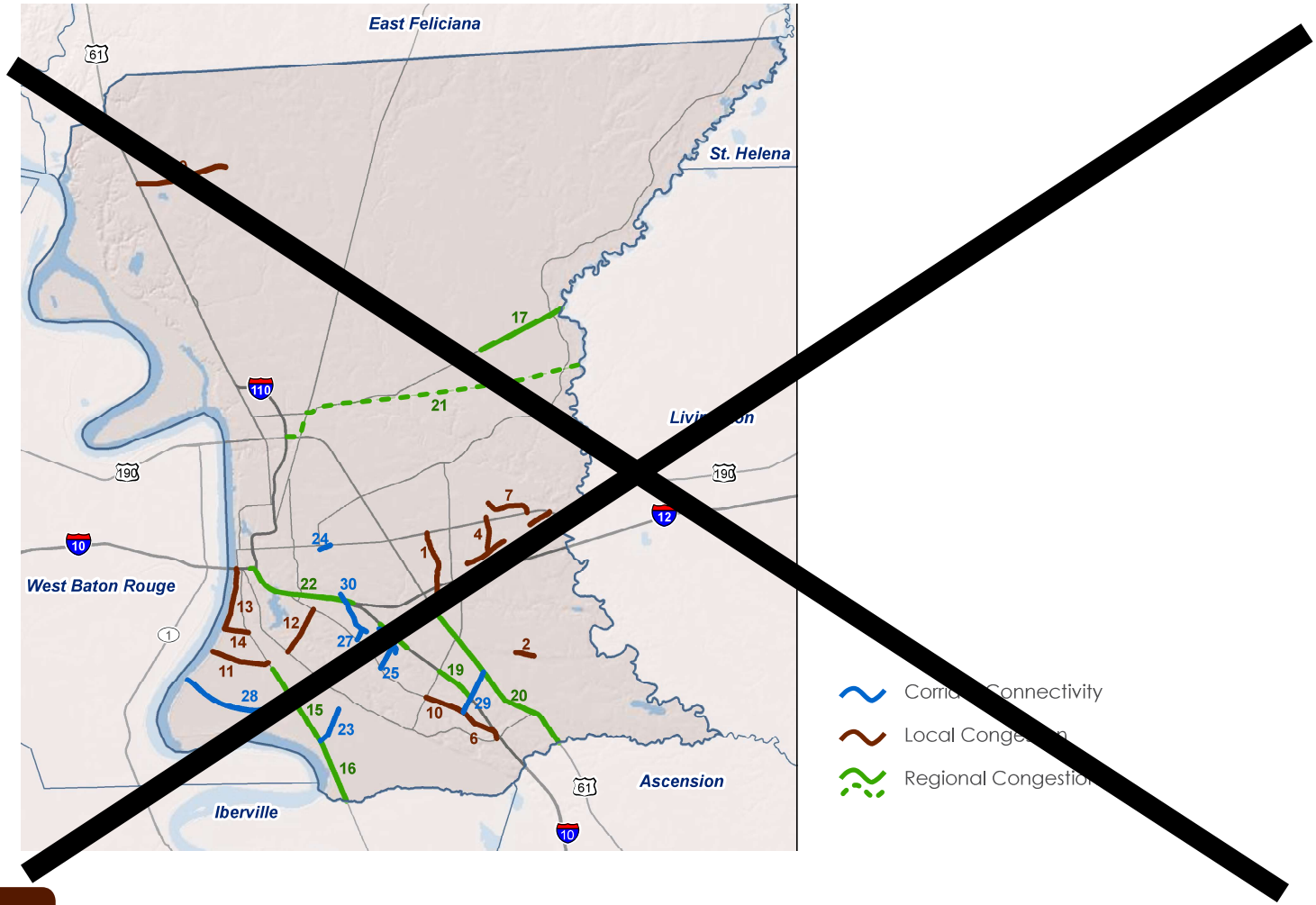


Table 3: Listing of Key Congestion Relief and Connectivity Projects

~~Engineering Directives and Standards Memoranda (EDSM) on the subject: Multi-lane Roadways and Median Openings (EDSM IV.2.1.4) and Installation of a new Traffic Signal (EDSM VI.3.1.6) for applicable road design. Both of these policies specify the minimum distances for full-access and signal spacing. A large portion of the major roads in~~

~~East Baton Rouge Parish are state routes, therefore adherence to these new directives will be required for all future roadway improvements on these routes.~~

Other Design Components

Context sensitive design gives consideration to a number of design components that respond to the multi-modal nature of the transportation system. These components include, but are not limited to, access management and the placement and design of crosswalks, bus stops, curb extensions, and pedestrian refuges. Guidance documents including the Institute of Transportation Engineers publication, Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, and various publications of American Association of State Highway and Transportation Officials should be consulted for the proper and safe application of each of these components.

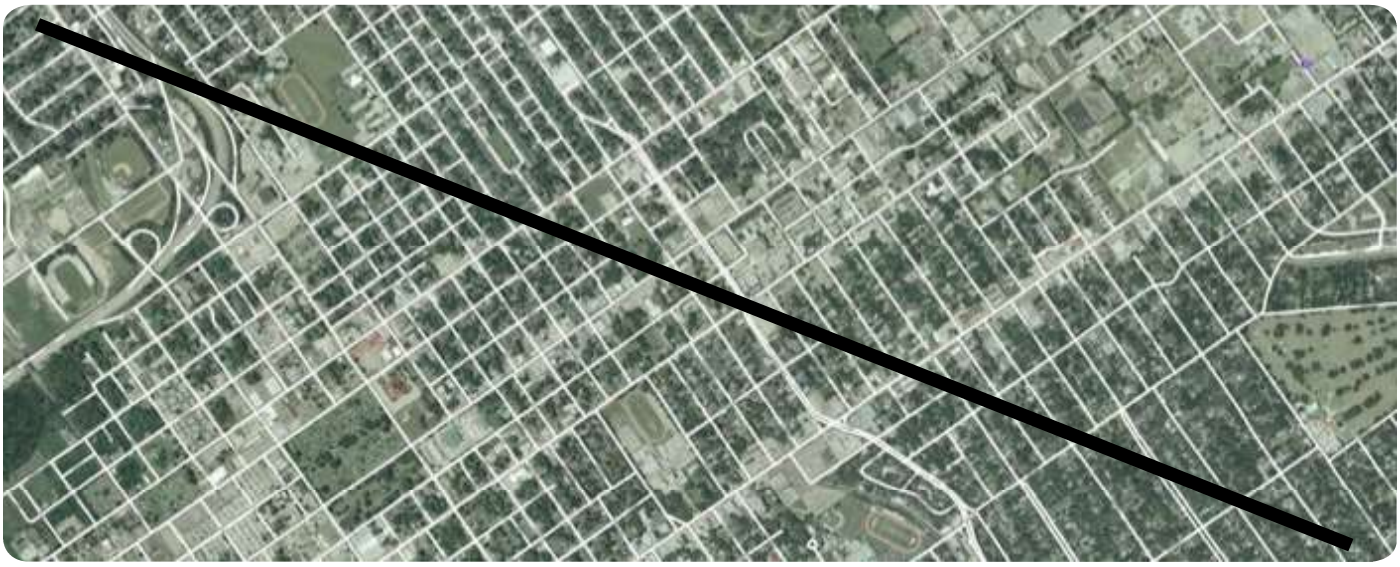
~~Other design components to be considered are stormwater best management practices. It has been a long standing practice to construct raised landscaped medians for divided roadways. This practice typically requires significant lawn maintenance and irrigation, since the raised medians are sloped to drain. A more sustainable solution is to depress the median and use more hydric plant material. If designed and maintained properly, this median type will improve water quality, reduce lawn maintenance and enhance aesthetics. Since the storm water is being conveyed in the median, the need for subsurface drainage is reduced as well.~~

Below-grade medians can serve as low impact stormwater treatment facilities. Curb cuts allow runoff to collect and infiltrate in the median. Hydric vegetation (those species adapted to a wet habitat) can aid water filtration and add beauty to the urban environment.

Having established a systemwide approach to transportation design, the following three sections of this plan address specific implementation topics: relieving congestion, expanding connectivity, improving transit, biking, and walking infrastructure, and targeted major street improvements. Each topic draws upon a Complete Streets approach, so that even near-term traffic congestion relief projects should be planned and constructed to also improve multi-modal travel in the City-Parish.

A roadway reconfiguration known as a Road Diet should be considered for traditional four-lane undivided highways. Road Diets offers several high-value improvements at a low cost. In addition to low cost, the primary benefits of a Road Diet include enhanced safety, mobility and access for all road users and a "complete streets" environment to accommodate a variety of transportation modes. A classic Road Diet

Figure 21: A Well-Connected Street Network in Mid City (use aerial photo of downtown grid



typically involves converting an existing four-lane, undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane.

Priority Congestion Relief Projects

While a major policy and planning shift is needed from traditional street design to a holistic approach like that found in CSS, East Baton Rouge Parish will still need to invest in the very near term to relieve major congestion problems.

Several projects have been identified that support the vision of FUTUREBR and are considered critical routes to help relieve traffic congestion in the Parish. Improvements to the proposed corridors should incorporate applicable Complete Street Solutions to enable corridor use by all users and all modes of travel. Proposed improvements are located along both regional routes and local roadways. Additional capacity is needed on these routes to accommodate current traffic demands and future growth.

AN EXAMPLE OF WELL-CONNECTED STREET NETWORK

Creating new local streets or pathways to connect currently disconnected areas can help to alleviate congestion by reducing the number of vehicles on major roads.

Part 2: **FUTUREBR Transportation Plan**

	Project	Limits of Project	Total Lanes	Project Purpose	Approx. Cost (M)
Local Congestion					
1	Sharp Road	Old Hammond to Florida	4 Lanes	N-S Relief Route	$28.0
2	Tiger Bend Road	Jones Creek to Antioch	4 Lanes	Additional Capacity	$16.0
3	Cedarcrest	Airline to Old Hammond	4 Lanes	N-S Relief Route	$13.2
4	South Flannery Road	Old Hammond to Florida	4 Lanes	N-S Relief Route	$14.9
5	Old Hammond Highway	O'Neal Lane to Florida	4 Lanes	Corridor Impr Completion	$11.7
6	Perkins Road	Pecue Lane to Highland Road	4 Lanes	E-W Relief Route	$16.9
7	S Choctaw Road	Flannery to Central Thruway	4 Lanes	Additional Capacity	$15.8
8	Old Hammond Highway	Bodde. de Provence to M'ville	4 Lanes	Corridor Impr Completion	$19.5
9	LA 64 Mt Pleasant – Zachary Road	US 61 to LA 964	4 Lanes	Additional Capacity	$33.1
10	Perkins Road	Siegen to Pecue	4 Lanes	E-W Relief Route	$15.8
11	Brightside	Nicholson to River Road	4 Lanes	Additional Capacity	$20.1
12	Lee Drive	Highland to Perkins	4 Lanes	N-S Relief Route – Corridor Impr	$24.0
13	River Road	Downtown to Gourrier	4 Lanes	Downtown Relief Route	$24.2
14	Gourrier	River Road to Nicholson	4 Lanes	Downtown Relief Route	$8.5
Regional Congestion					
15	Nicholson Drive	Ben Hur to Bluebonnet Ext	4 Lanes	Additional Capacity	$36.8
16	Nicholson Drive	Bluebonnet to Parish Line	4 Lanes	Additional Capacity	$16.5
17	LA 408 Extension	Devall Road to LA 16	4 Lanes (NR)	Add'l Amite River Crossing	$73.8
18	I-10 Frontage Road Extension 1	Essen to Bluebonnet	4 Lanes (NR)	Cap. & Local Access along I-10	$11.6
19	I-10 Frontage Road Extension 2	Siegen to Pecue	4 Lanes (NR)	Cap. & Local Access along I-10	$18.2
20	Airline Highway	Bluebonnet to Parish Line	6 Lanes	Additional Capacity	$46.1
21	Northern Corridor	I-10 MSR Bridge-Parish Line	4 Lanes (NR)	Add'l Cap. & Alt I-10/12 Route	Toll Rd
22	I-10 Widening	MSR Bridge to I-10/I-12 Split	8 Lanes	Add'l Capacity & Safety Impr	$295
Corridor Connectivity					
23	Staring Lane Extension	Burbank to Nicholson	4 Lanes	Extends Essen Corridor	$14.0
24	North Boulevard – Florida Conn	Florida/Cloud to North	2 Lanes (NR)	Relieve Route for Florida	$24.7
25	Essen Park Midway Connector	Essen Park to Perkins	4 Lanes	Add'l Connection to I-10	$30.0
26	Picardy Avenue	Summa to Essen	4 Lanes (NR)	Essen- Bluebonnet Conn	$10.0
27	Kenilworth – Hennessy Connector	Perkins to Hennessy	2 Lanes (NR)	Medical Center Access	$31.4
28	Kenilworth Extension	Highland to River Road	2 Lanes (NR)	Corr Ext / New Devel	$44.8
29	Pecue Lane	Airline to Perkins	4 Lanes	Create Stumberg-Pecue Corr	$14.6
30	Burden Parkway	Kenilworth to Corporate	4 Lanes (NR)	Medical Center Access	$39.1

Connectivity Improvements and Policy

The transportation system is a network of streets and highways that serves and connects multiple places and people via multiple modes of travel. A network approach to transportation projects focuses on connecting people to places — ultimately allowing places to become more intense centers of social and economic activity. A highly networked system of streets, with at least 150 intersections per square mile, ~~has~~ provides multiple routes between destinations, compact block sizes, sidewalks, narrower streets and a greater capacity than unconnected street systems.

Immediate Improvements

Immediate improvements to the transportation network can be made by providing additional grid connections — that is, more routes to get from one place to another. These improvements will reduce travel time, save travel costs, reduce congestion and improve access for commuters, local trips and emergency vehicles. Some of these needed connectors also provide access for areas anticipated to grow, particularly within the southern portion of the Parish. Locations of the proposed connectors are shown on the preceding pages. As these corridors are improved, they should incorporate applicable Complete Street ~~Solutions~~ principles to promote their use by all modes of traffic.

Connectivity Policy

One of the major actions ~~needed~~ to fulfill the FUTUREBR vision is improving the connectivity of local streets between subdivisions and neighborhoods, particularly for new development. Strengthening the enforcement of connectivity required for future development is a key to achieve a critical goal of improving the overall street network. In the past, waivers have been granted due to public pressure. ~~In the future, a commitment to require connectivity by all levels of enforcement involved in the approval process is a critical need.~~ The Unified Development Code was updated in 2012 to prohibit waivers.

To ensure that new development in the City-Parish supports and enhances connectivity, private development should be

DOTD ADOPTS A COMPLETE STREETS POLICY

- On all new and reconstruction roadway projects that serve adjacent areas with existing or reasonably foreseeable future development or transit service, DOTD will plan, fund and design sidewalks and other pedestrian facilities. The appropriate facility type will be determined by the context of the roadway.
- On all new and reconstruction roadway projects, DOTD will provide bicycle accommodations appropriate to the context of the roadway – in urban and suburban areas, bicycle lanes are the preferred bikeway facility typed on arterials and collectors. The provision of a paved shoulder of sufficient width, a shared use trail, or a marked shared lane may also suffice, depending on context.

designed with a well-connected street system. Neighborhoods designed with one or two streets feeding into a collector or arterial have several negative impacts. Trips are typically longer, even when "as the crow flies" distances are short. They usually require a motorist or pedestrian to make some portion of the trip on a major road or arterial. All of these factors add to greater capacity needs on arterials, thus increasing capital and maintenance costs, while discouraging short trips on foot. A well-connected street system, in contrast, has many short streets and intersections and few dead-ends. Travel can be more direct, because the network provides many different routes, instead of one or two main corridors. Trips between destinations within the neighborhood can stay within the neighborhood, lessening the need for more arterial capacity. Travel by foot or bicycle is easier on these networks. These networks can include cul-desacs, as long as they are not so frequent as to impede direct travel. ~~The following is a sample set of criteria for guiding new development connectivity.~~

General Criteria and Street Connectivity Standards

A proposed development or subdivision should provide ~~multiple~~ direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets. New development or subdivisions should incorporate and continue all collector and local streets stubbed or planned at its boundary. Dead-end streets that are not cul-de-sacs should not be permitted except in cases where such streets are designed to connect with future streets on abutting land. ~~Gated street entries on public streets into residential neighborhoods or developments should not be allowed.~~

New developments and subdivisions should be designed with a context sensitive approach. ~~streets with eight to ten intersections per mile. Most intersections are street-to-street, but other types of junctions should also count toward meeting the connectivity standard:~~

- ~~Pedestrian or bicycle trail access points~~
- ~~Alley access points (ungated)~~
- ~~Sharp curves with 15 mpg design speeds or less~~
- ~~Cul-de-sacs no more than 250 feet in length~~
- ~~Cul-de-sacs up to 500 feet in length, if they include a pedestrian connection to another street or trail~~

For an indepth discussion on transit, please read the FUTUREBR Transit Report.

WHAT ARE THE STEPS TO A ROBUST TRANSIT SYSTEM?

The following actions list the transit increments needed to move the City-Parish towards the community's vision. These steps are detailed in the FUTUREBR Transit Report.

Fund a foundational bus system that is frequent and highly reliable.

Provide reliable, efficient service to the Parish's educational facilities and incorporate that service into the foundational system.

Develop short-term strategic corridors as high-capacity transit pilot projects:

- Develop a successful transit corridor project on Nicholson Drive. ~~Plan for an iconic streetcar project but in the interim start with a rubber-tire alternative transit system as soon as possible to start building and demonstrating ridership.~~
- ~~Provide a~~ Florida Boulevard high-frequency service, along with sidewalks and bus shelters from downtown to Foster Drive ~~Avenue Bus Rapid Transit project to facilitate the switch from an individual route structure to a gridded route structure~~.
- Plank Road high-frequency service, along with sidewalks, bus shelters and street lighting along the length of the route. Extend route to connect Scenic Highway via Harding Boulevard.

Identify and develop **medium-term strategic corridors to complete the system.**

- ~~Airline Highway high-frequency service and park and ride program implementation~~
- ~~Acadian Thruway high-frequency service~~
- ~~Plank Road high-frequency service~~
- ~~Scenic Highway high-frequency service~~

Connectivity standards are not intended to force new development to take place only on a grid-type layout. Curvilinear streets can be a pleasure to travel on while still providing good connections. By using a set of flexible standards, like those above, developers will still have a great deal of flexibility in how they design their projects.

Connectivity and State Routes

Considering capacity and connectivity, state routes are some of the most significant roads in East Baton Rouge Parish. For the Parish to accomplish the Vision of the Comprehensive Plan, Parish and State agencies must be aligned in their goals and missions. To achieve this, several initiatives must be agreed upon by all parties. ~~On July 18, 2010, LA~~DOTD ~~adopted a Complete Streets Policy to create a comprehensive, integrated, connected transportation network for Louisiana that balances access, mobility, health and safety needs of motorists, transit users, bicyclists and pedestrians of all ages and abilities.~~

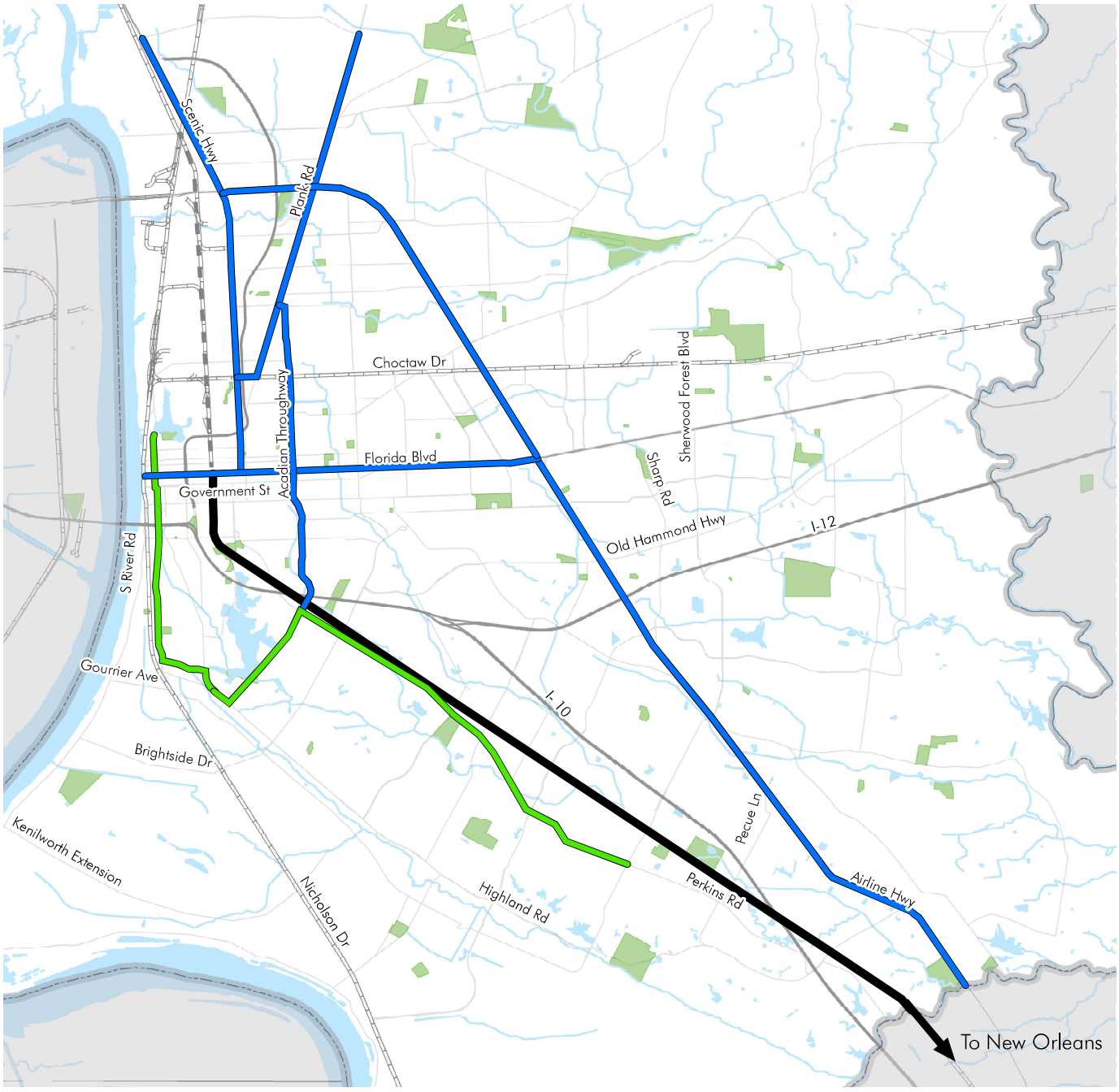
~~With the creation of the Infrastructure Planning Division within the Department of Public Works, the City-Parish has taken the first steps towards adopting Complete Street policies.~~ It is essential that the Parish and the State agree to cross-sections and road contexts that promote the components of FUTUREBR land use and transportation aims. A cooperative endeavor agreement between the two agencies could ensure the success of this partnership. LADOTD is also endeavoring to reduce the amount of lane miles they maintain. ~~It is possible for~~ The Parish to can accept these roads through the LADOTD Road Transfer Program ~~if~~ with sufficient funding ~~is available~~ for maintenance.

~~Improved connectivity is also important for supporting robust and user-friendly transit system. Transit trips always begin and end as pedestrian trips; thus providing multiple and direct routes at either end of a bus or trolley ride, be it downtown or in a neighborhood makes it easier for more people to use transit. The following sections address transit and biking and walking networks.~~

The Importance of Public Transit

A modern, choice-rider transit system is the Parish's goal. Today, ~~the existing bus routes of the~~ Capital Area Transit System's (CATS) ~~relies heavily on local~~ funding sources includ~~ei~~ing funds received from the City-Parish, ~~and~~ fare box revenues, and a dedicated property tax millage approved in 2012. Services include several established bus routes that provide access throughout the community and CATS On Demand, a para-transit service for elderly and disabled populations for areas not readily served by a fixed transit route. ~~Overall, existing service is limited, which leads to a cycle of decline: limited routes and infrequent service make transit an inconvenient choice, reducing riders and dwindling fares, which~~

Figure 22: Potential High-Capacity Transit Corridors



The proposed elements of an expanded transit system include a street car system, Bus Rapid Transit (BRT) and a variation on BRT called High Frequency Bus. A commuter rail system may also play a role in the City-Parish's future transit system.

~~leads to further service cuts.~~

Choice riders in the City-Parish may be attracted to transit because of an array of social values, such as their desire to reduce their carbon footprint and be "green," but most will not make the switch to transit unless attracted by a high quality system that includes fast and frequent service, amenities like bike racks, comfortable and quiet vehicles, and good accessibility from stations and stops to work, home, and other destinations.

Today, transit coverage is widespread, but ridership is limited by infrequent service. This leads to a cycle of decline: too few buses and inefficient routes make transit an inconvenient choice, reducing the number of riders, which leads to further service cuts.

CATS has to improve transit service to be fast, frequent and reliable – improvements that will better serve existing transit users and encourage potential riders to choose transit because of its convenience compared to driving. New riders can be encouraged to choose transit when it provides a convenient option for getting around, and Baton Rouge's notorious traffic congestion could prove a strong incentive for taking transit instead. Potential riders may also be attracted by amenities like bike racks, comfortable and quiet vehicles, and improved pedestrian access to and from stations, all of which contribute to the ease of use.

~~Current revenues and ridership levels were analyzed in an operational analysis to explore ways to maximize system efficiency in the face of budget cuts. This analysis resulted in the following general concepts to operate within current funding levels:~~

- ~~Implement a partial route re-structure / eliminate unidirectional route alignments / reduce transfers~~
- ~~Eliminate a few non-productive transit routes~~
- ~~Reduce service levels on a many routes (service frequency and hours)~~
- ~~Have a 12-15% annual revenue hour reduction to meet the FY 2011 fiscally constrained budget~~
- ~~Provide minimalist route structure~~

- ~~Resulting headways (30-60 min.) remove most choice riders~~

~~Key Principles to Achieve~~ Advancing the FUTUREBR Vision for Transit

1. ~~The FUTUREBR Vision requires shifting the land use emphasis to a development pattern that shortens the distance traveled from housing to jobs and services through the strategic implementation of a more diverse set of land uses located within walking or biking distance, or a short drive, of one another. Shortening the necessary distance traveled on a daily basis alone will significantly reduce congestion. In addition, providing mixed-use centers of activity also allows transit services to be implemented more efficiently as critical densities of people can support increased transit services and the frequency of services needed for a healthy system.~~

1. ~~A foundation of signature bus lines.~~ Strengthening the transportation system starts with the development of a ~~foundation~~ signature bus ~~service~~ lines that provide fast, frequent and reliable service and attracts ~~users of choice~~ new riders with quality facilities and amenities ~~while also increasing the public transit amenity for the user of need.~~ A strong foundation of bus lines ~~system~~ creates a transportation option that has broad support ~~throughout the community, as shown in three separate public input polls, summarized below~~. Signature routes ~~This foundation bus system~~ should provide transit route services at frequencies of at least 20 minutes during the peak periods and 30 minutes in the off-peak periods for many routes throughout the current service area. It should provide service to the Parish's educational facilities and ~~provide~~ the service levels needed for students. ~~In addition,~~ adding express services that are more suited to park-and-ride transit further expands the foundation needed to support a full transit system for the City-Parish.

2. ~~A seamless system.~~ A backbone system of higher capacity transit corridors that interact with the foundation bus service provides fast reliable transit services that support the growing activity and employment centers that are central to the FUTUREBR Vision. These high-capacity transit corridors provide opportunities for well-connected catalyst projects and spur desired development within targeted growth centers.

3. ~~Improved first mile/last mile connections. Provide reliable options within comfortable distances of fixed route transit stops.~~ Data suggests that most people in the United States are "comfortable" walking no more than a ¼ mile to or from public transit stops. The first mile/last mile problem arises when a potential rider is further than this "comfortable distance" to a fixed-route stop. Unless a potential transit rider's home and destination (work, shopping, or entertainment) are both within ¼ mile of a fixed transit stop, that person is unlikely to consider transit a viable option for the trip. Using technology, arrangements for on-demand transportation can be used to eliminate the first mile/last mile barriers and encourage additional transit ridership. Finally, it is imperative to improve access for transit users with mobility impairments and disabilities.

Proposed Elements of an Expanded Transit

~~TramLinkBR~~

~~TramLinkBR will provide accessible, frequent and reliable tram services that can quickly carry many people through downtown Baton Rouge to Louisiana State University (LSU) with convenient high quality stations along the way. The tram will travel from Capitol Park to LSU through historic Old South Baton Rouge. The tram will provide attractive short-trip urban circulation and help establish street life and public spaces all along its route. Service will be frequent, with a new tram arriving every 15 to 20 minutes, serving eleven stations that will be spaced every 2-4 blocks. TramLinkBR will be a "pedestrian accelerator," facilitating trips that are part walking, part tram. Since trams can operate in the roadway with cars, bikes, buses, and pedestrians in a multi-modal street, there is no need for a separated lane. Modern streetcars can also attract riders who might have access to a car, but choose to take the tram for its convenience. Streetcars are highly visible, have easily understood routes and the vehicles add to the area's economic revitalization. The tram should connect seamlessly with existing bus service. A future high capacity route is envisioned for Government Street to connect the tram corridor with the proposed future station for a regional commuter rail to New Orleans.~~

Transit Hubs

Transit hubs bring many transit routes together in one place to make it easier to make transfers or to switch from one mode of travel to another. In addition to the existing downtown transit hub, a second hub is being considered along Government Street in Mid City. The Mid City hub will be the terminal station for the regional commuter rail, allowing travelers to connect to locations throughout the Parish and as far as New Orleans. Transit hubs are also important locations for bike share, car share, on-demand travel, and park and ride facilities to come together as one unified, convenient system.

~~Street Car~~

~~Streetcars provide attractive short-trip urban circulation and help establish street life and public spaces. Service is frequent and stations may be spaced every 2-3 blocks up to1/2 mile and the streetcar serves as a "pedestrian accelerator", facilitating trips that are part walking, part streetcar. Since streetcars can more easily be mixed with cars, bikes, buses, and pedestrians in a multi-modal street they typically share the track lanes with other vehicles such as cars and buses. Similar to LRT, streetcars attract "choice" riders (those who have ready access to a car and are not transit dependent), a significant advantage over rubber-tired alternatives. Streetcars are highly visible, have easily understood routes and the vehicles add to the area's vibrancy.~~

Park and Ride

Park and Ride parking lots provide a great way for people in the outer areas of the City-Parish to be able to drive less, access frequent service transit, and reduce urban traffic congestion. Proposed park and

ride locations include Cortana Mall, Airline Highway and Foster Drive, and the Medical District/Mall of Louisiana (also proposed site of a regional commuter rail station).

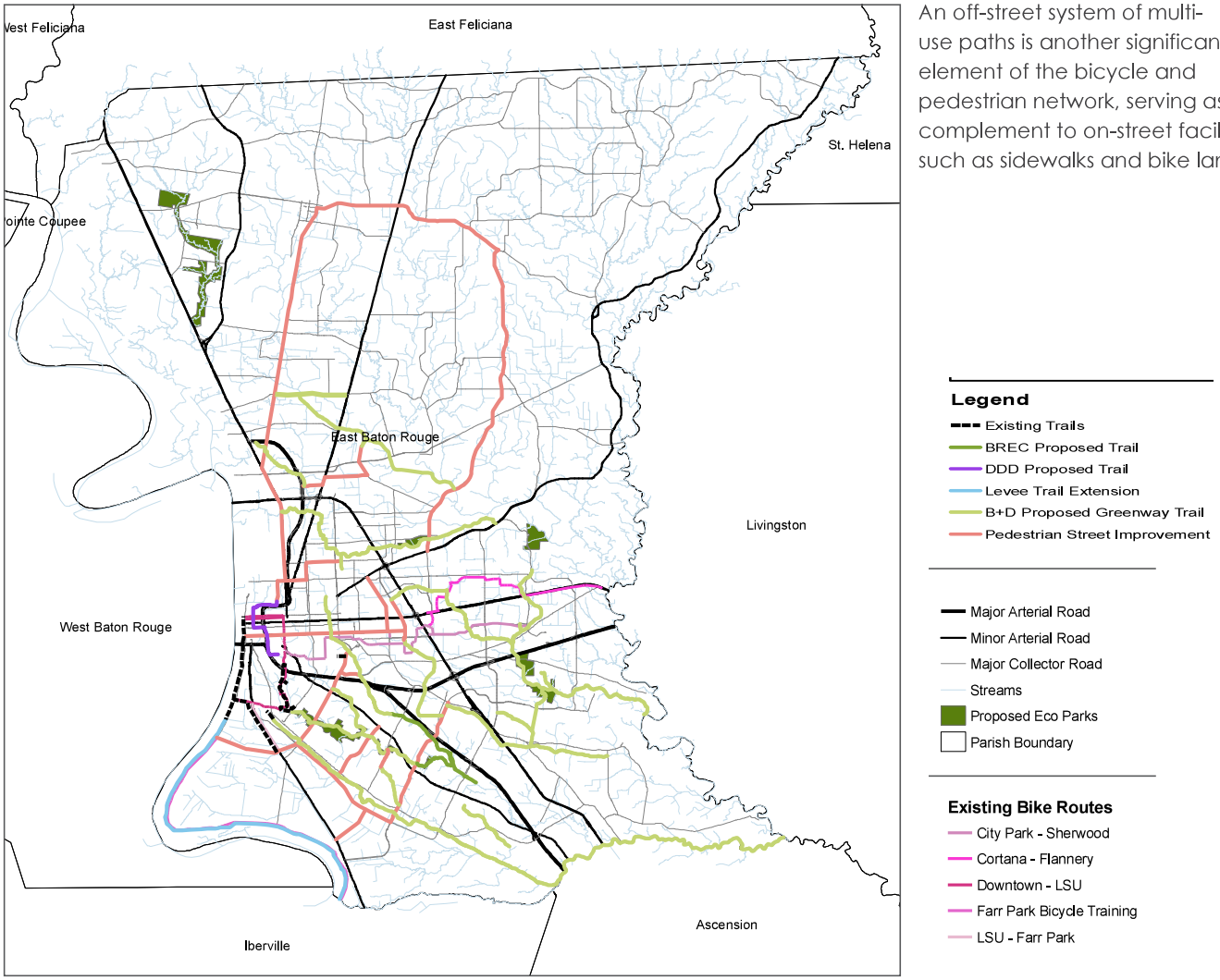
Bus Rapid Transit (BRT) (move to begining of Proposed elements)

Bus rapid transit is a relatively new technology that combines efficiency aspects of rail transit with the route flexibility of buses. It can operate on exclusive transit ways, high occupancy vehicle ~~(HOV)~~ lanes, expressways, or ordinary streets. Compared to typical diesel bus transit systems, a BRT system offers potential advantages by combining priority transit lanes, alternative fuel technology, cleaner and quieter operation, rapid and convenient fare collection, and integration with land-use policy.

High Frequency Bus

High frequency bus service operates in mixed traffic and has short stop spacing. Increased efficiency of this service comes from intelligent system operations. Priority and preemption is used at intersections

Figure 23: ~~BREC~~ Existing and Proposed Parks and Trails



An off-street system of multi-use paths is another significant element of the bicycle and pedestrian network, serving as the complement to on-street facilities such as sidewalks and bike lanes.

and real-time information is given at stops through the utilization of Global Positioning Satellite ~~(GPS)~~ technology.

Regional Commuter Rail

Commuter rail is passenger rail service that connects people in larger distances – such as Baton Rouge and New Orleans. Stations are being considered in Mid City near the former Entergy site, and in the Medical District near Bluebonnet Boulevard. Unlike city bus or tram, commuter trains run several trips a day. ~~Station spacing is typically 5 plus miles, and trains run at a lower frequency.~~ Commuter rail typically operates in designated rights of way separate from other forms of transportation.

Biking and Walking Opportunities

FUTUREBR recognizes that the transportation system of tomorrow's great cities will be truly multi-modal and that pedestrian and bicycle access throughout the Parish will be critical to developing a modern transportation system. Bicycle and pedestrian facilities are often overshadowed by larger, more expensive projects given their localized impacts and lower project cost implications. But it is these neighborhood-scale improvements that make it possible and even preferable to leave the car at home. By developing a system of on- and off-street facilities that complements the Parish's major roadway and transit projects, the City-Parish will be able to extend the effectiveness of the overall system and increase quality of life throughout the Parish. The City-Parish, along with LADOTD and BREC are preparing a bike and pedestrian master plan which would address these multi-modal needs.

Trail Network and Facilities

An off-street system of multi-use paths is another significant element of the bicycle and pedestrian network, serving as the complement to on-street facilities such as sidewalks and bike lanes. BREC's Capital Area Pathways Project has set forth an ambitious plan for an off-street network of trails and pathways. Connections to and expansions of the BREC proposed system should be targeted for areas with the greatest potential for foot and bike traffic - areas of high residential or employment activity. By ensuring that on-street and trail improvements are coordinated with each other and other transit options, and by closing gaps in the system, bicyclists and pedestrians will have safe routes to get where they need to go, increasing the overall effectiveness of the transportation system, improving health, quality of life, and reducing congestion.

Furthermore, the provision of access for pedestrian and bicycles can ~~provide~~ improve commuting options throughout the Parish. And connections into existing neighborhoods using bicycle and pedestrian scale infrastructure improvements can help alleviate localized congestion by promoting the use of non-motorized modes for short trips such as those to a park or between neighborhoods. In addition, this type of solution can provide a way for children and elderly populations to access community resources that might be contained within the neighborhood centers without accessing heavily travelled automobile corridors.

A well connected pedestrian and bicycle network can help to facilitate the expansion of the effective service area for the transit system within the Parish. By providing more direct routes to transit stops and reducing circuitous routes, system efficiencies can be gained through pedestrian and bicycle connections that greatly increase the ability for people to utilize mass transit options.

In addition to the many road facilities needed for bicyclists, there is also a need for centralized bike facilities ~~located in~~ downtown and in other employment centers. ~~These facilities should provide~~

NEW: Bike Share

Bike and Pedestrian Opportunities Toolbox

Sidewalks are important to pedestrian travel. Wider sidewalks in commercial areas facilitate a mix of uses, and the addition of streetscaping can promote pedestrian use.

Bike lanes are located on the edge of a street or between the travel lanes and parking lanes. Typically, they are 5-6 feet wide and allow cyclists to have a protected space on the street.

A multi-use path accommodates pedestrian and bicyclists, separating their travel from automobiles. At least 10 feet wide, a multi-use path allows for a high volume of users. Hardscape paths generally serve commuters; crushed stone paths tend to be recreational.

Streetscaping refers to the use of planted areas and other beautifying techniques along transit corridors that can attract pedestrians and make pedestrian and bicycle use more pleasant.

Pedestrian crossing connect neighborhoods and can be at intersections or mid-block. Signal timing and pedestrian "islands" can improve safety for walkers.

Sharrows are special lane markings for roads too narrow to accommodate a separate bike lane. These markings alert drivers to the likelihood of encountering bicyclists.

Green streets use a variety of ecologically sensible devices to slow water runoff and aid water detention; for example, water may be directed to planted curb buffers or re-infiltrate through permeable asphalt sidewalks, rather than channeled to burdened stormwater systems.

Cycle tracks are bike lanes separated from automobile traffic by curbs or other street surface treatment such as a rumble strip or special paving. Cycle tracks are useful for heavily trafficked bicycle routes.

convenient and secure bicycle parking, showers and simple bike repair. The relative cost of centralized bicycle facilities is small, and they can remove barriers that keep would-be cyclists from commuting by bike. Securing funding sources for these bike system improvements will be a major step in making the bicycle a viable alternative to driving.

"Great Streets" Program

All great plans must begin somewhere, and FUTUREBR is no exception. The following section describes six key corridors where some or all of the Complete Streets ideas discussed in this plan can be applied in order to improve both the City-Parish transportation system and surrounding land uses. In addition to design treatments, each will serve as a test case for better collaboration between the City-Parish and regional and state agencies.

The Vision for FUTUREBR is a catalyst for change and action. Implementation of a "Great Streets" program to enhance targeted existing corridors will provide examples of how the FUTUREBR comprehensive plan can translate into improved communities and how the existing conditions can be radically changed with just a few modifications. One of the common threads among the pilot corridors is that they are high volume roads that connect two generators. However, there is a lack of place along the corridors. Another common thread is that all are state routes, further demonstrating the need for the Parish and state governments to collaborate. Once the benefit of a Complete Street planning approach to street design and land use integration is apparent, dedicated funding sources for further "Great Streets" projects should be pursued.

Figure 24: Great Streets Locations

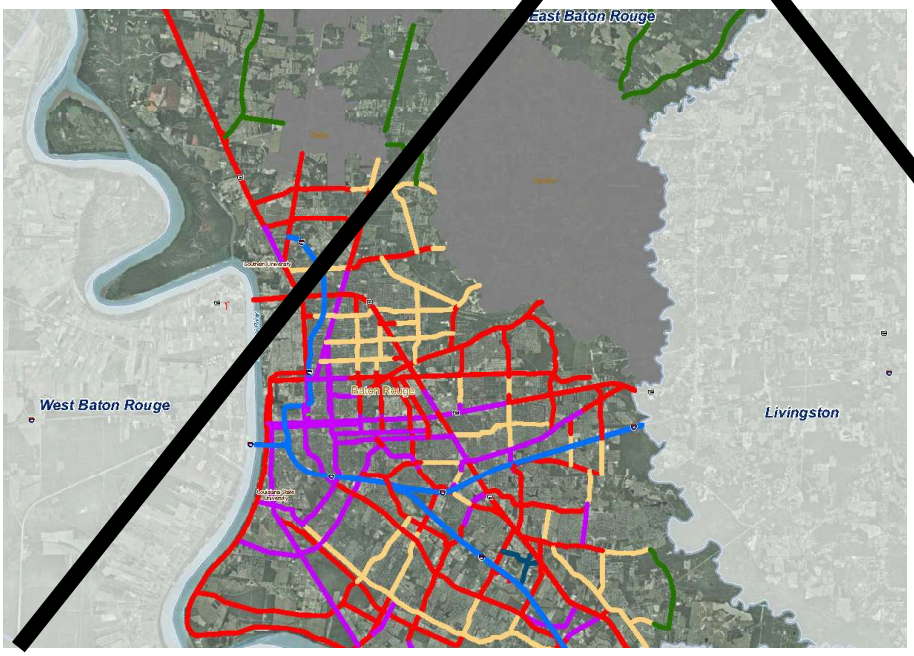
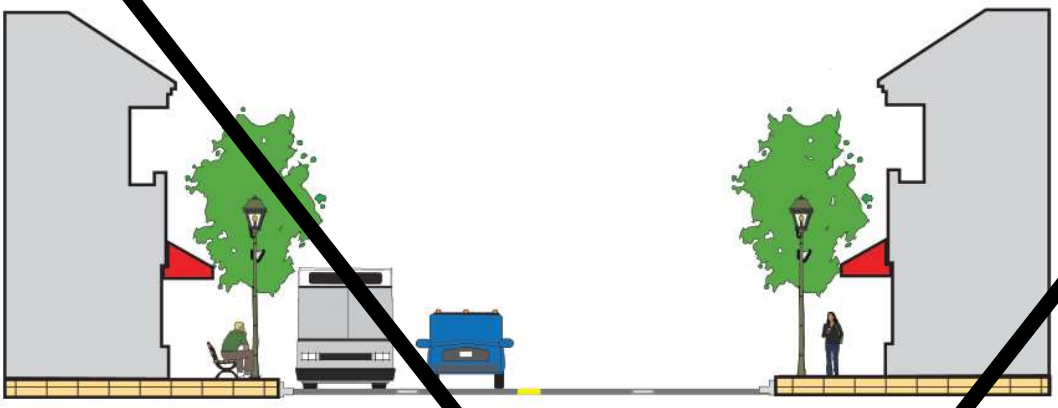


Figure 25 Florida Boulevard Downtown to Airline Highway



FLORIDA BOULEVARD (US 190 / US 61 BUSINESS): DOWNTOWN TO AIRLINE HIGHWAY

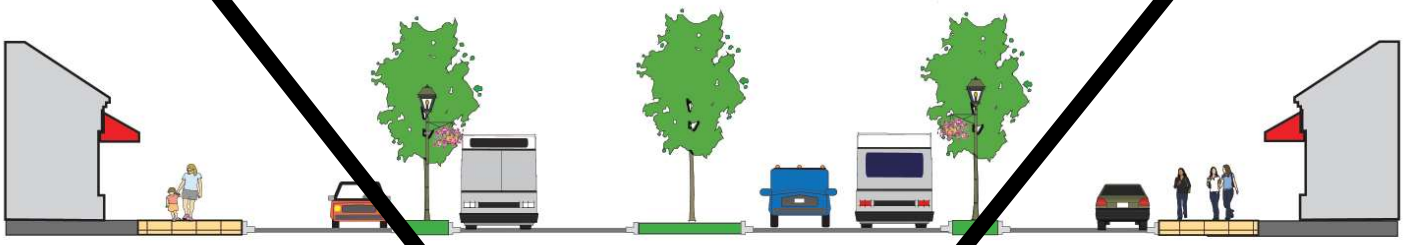
Florida Boulevard is a key artery that links the heart of downtown, through Mid City, to Livingston Parish and beyond. This facility is used for short and long range trips. Along the way, the land use – the type of buildings, the mix of business and residential uses, the placement of parking – and street cross-section – street width and number of lanes, traffic speed, the frequency of intersections – all vary significantly. From downtown to Mid City, Florida is an urban street with on-street parking; east of Mid City, the road transitions to limited access with frontage roads. Therefore the road will be divided into two sections when applying context sensitive solutions: from downtown to Airline Highway and east of Airline Highway to Livingston Parish. Multiple strategies will be needed to address the specific issues of the various cross-sections and contexts.

Florida Boulevard is one of the highest traffic volume streets in the Parish, and it provides a critical link between downtown and Mid City. The right-of-way is typically between 80 and 200 feet. In Downtown, the roadway cross-section begins at River Road as a two-lane, undivided road with parking on both sides. Travelling east, the cross-sections widens to a four lane, undivided road with parking on the north side. Just east of downtown, the four-lane undivided section is maintained until N. Acadian Thruway. Continuing east, the road widens to a five-lane section and then to six lanes. Posted speed limits along this segment are between 30 and 45 MPH. Average daily traffic volume reaches 45,000 vehicles.

Several initiatives should be completed to improve the corridor for aesthetics, connectivity and to serve all modes of travel. Bike lanes should be built along the downtown segment. East of downtown, a wider sidewalk should be developed, and bike lanes or shared lanes (on lower traffic side streets) established. Rail transit or bus transit should be established within the vehicular travel lanes from downtown to N. Foster. East of N. Foster, there is sufficient room to establish transit only lanes or tracks if desired. To enhance the pedestrian environment and encourage walking, street trees should be planted 15 to 30 feet apart for a continuous canopy, shaded walkway, and community character.

Part 2: **FUTUREBR Transportation Plan**

Figure 26: Florida Boulevard from Airline Highway to Livingston Parish

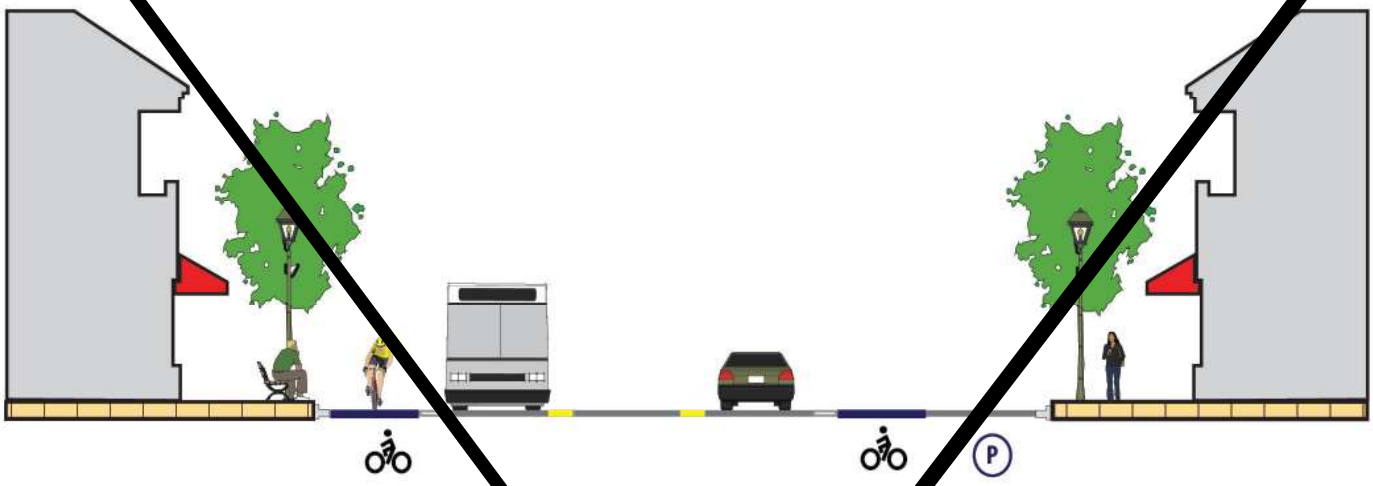


FLORIDA BOULEVARD: AIRLINE HIGHWAY TO LIVINGSTON PARISH

This segment of Florida Boulevard begins at Airline Highway with a grade-separated, cloverleaf interchange. Travelling east to the Parish line, the cross-section consists of a four-lane, divided roadway with frontage roads. The average daily traffic for this road is 30,000 vehicles. The right-of-way width averages 200 feet along this segment with a posted speed of 45 MPH. As a limited access facility, no parking is permitted.

To transform this segment of Florida Boulevard, different tools are needed than those used in the downtown segment. A limited access corridor with a median should be established. The frontage road system can be used to provide direct access to places of interest. Currently, most of the businesses along this segment Florida Boulevard are set far off the frontage roads. To address this issue, on-street parking should be permitted along the frontage roads that include generous sidewalks. This will create an environment for buildings to locate closer to the frontage road and frame the street in a more urban context. Street trees should be planted 15 to 30 feet apart for continuous canopy, a shaded walkway, and enhanced community character. The sidewalks along the frontage road should be wide. Bike lanes or a shared roadway is possible along the frontage road where traffic speed and volume is more conducive to safe travel of bikes and pedestrians. Rail transit or bus transit can be achieved in the lanes or possibly in the median.

Figure 27: Government Street



GOVERNMENT STREET (LA 73)

Government Street is a four-lane, undivided road that connects Downtown, Mid City and Independence Park. The average daily traffic count along this road ranges from 18,000 to 24,000 vehicles with posted speeds of 40 MPH. Government Street is classified as an "abnormal road" due to the high number of accidents along the corridor. This is primarily due to the complete lack of access management. The corridor is replete with driveways that have full-access connections. This is also problematic for signal timing along the corridor, as it is difficult to achieve steady traffic flow and close spacing of cars due to the lack of turn lanes and protected turning movements. Sidewalks do exist along most of the corridor on both sides of the street. However, there are cases where the driveway and sidewalk are commingled without delineation.

Since Government Street has a narrow right-of-way of 80 feet, the options for converting the uses of this corridor are somewhat limited. One of the more unconventional improvements to Government Street is to reduce the number of lanes from four to two. This could be accomplished with a "road diet" whereby a continuous two-way left turn lane is established in the middle lane. The benefits of this configuration is that left turns are provided an area of refuge and do not block the through lane. Second, the lane reduction would narrow the distance a pedestrian or turning vehicles must traverse to cross the road. Some of the disadvantages of road diets are that they do reduce the capacity of the corridor. However, the reduction in capacity is not proportional to the number of lanes reduced because turning vehicles will block through traffic.

Another concept that could change the character of Government Street is the combination of a lane reduction with a raised median and roundabouts. This concept would completely eliminate left-turns at all un-signalized side streets and driveways. All intersections that are currently signalized would be converted to roundabouts. The displaced left-turn and crossing movements could be accommodated at the roundabouts. The advantages to this alternative are that the safety issues on Government Street could be addressed by greatly reducing the number of conflicts caused by cross-traffic turns along the corridor. The aesthetics would be enhanced with a landscaped median, wider sidewalks and planted roundabouts.

Part 2: **FUTUREBR Transportation Plan**

NICHOLSON DRIVE (LA 30)

Nicholson Drive between LSU and downtown is a four-lane state highway designated as LA 30. This road is one of the earliest thoroughfares built in the Baton Rouge region and has existed since before the Civil War. The current configuration was constructed in the 1930s and, with the exception of resurfacing, has changed very little since. Today this road is in relatively poor condition and suffers from numerous deficiencies including a narrow median and lack of adequate drainage during heavy downpours.

As it exists today, a 12-foot median separates two 24-foot roadways within an 80-foot right-of-way. Numerous turn lanes and median breaks have been constructed along this middle section. Because of the restricted median width, vehicles turning left onto Nicholson cannot queue in the median without significantly blocking through lanes, and U-turns are difficult and dangerous.

While this section of Nicholson Drive only has a daily volume of approximately 16,000 vehicles, a significant percent of these are large trucks destined for the various industrial areas north of downtown and south of the Parish. Because there are few impediments, these trucks often exceed the posted speed limits. LA 30 is a designated state truck route. To reduce or eliminate the truck traffic along this segment, an alternative route must be established. River Road could be an attractive route if geometric improvements are made. Current access to Nicholson Drive from the I-10 Mississippi River Bridge (eastbound) is via a sharply curved, steeply graded ramp tying into Terrace Street. As part of this corridor study, an evaluation was made of this access and it is recommended that this off-ramp be modified to tie into a relocated Terrace Street. In this recommendation, Terrace will be realigned between Highland and Nicholson to line up with Oklahoma Street. Doing so will create a continuous corridor from River Road to I-10 while greatly improving off-ramp geometry. The goals of Projects 13 and 14 listed in Table 3 are to create a parkway for the River Road and Gourrier Avenue corridors. This new parkway would direct truck traffic to more appropriate routes.

To transform the corridor into a multi-modal facility, several improvements are needed. First, a 20-foot median with narrow outside buffers could fit within existing ROW while significantly improving the aesthetics of the corridor. While wider than the existing road section, this would be a much more pedestrian friendly section than the standard arterial. If sidewalks were desired for development along the corridor, they would be accommodated on the private property, not the public ROW.

Connecting LSU to downtown with some form of mass transit would bring many benefits to a variety of Parish residents. LSU recently added a daytime bus route to the downtown area to provide students with greater access to downtown campus facilities. Regular transit service that lasts well into the evening hours is still lacking. Extending the hours of the daytime line would support evening and nighttime events at the many venues downtown such as the River Center, Old State Capitol and Shaw Center for the arts. The burgeoning entertainment district on 3rd Street would also benefit from this service, and students would have the option to choose transit instead of driving personal vehicles downtown.

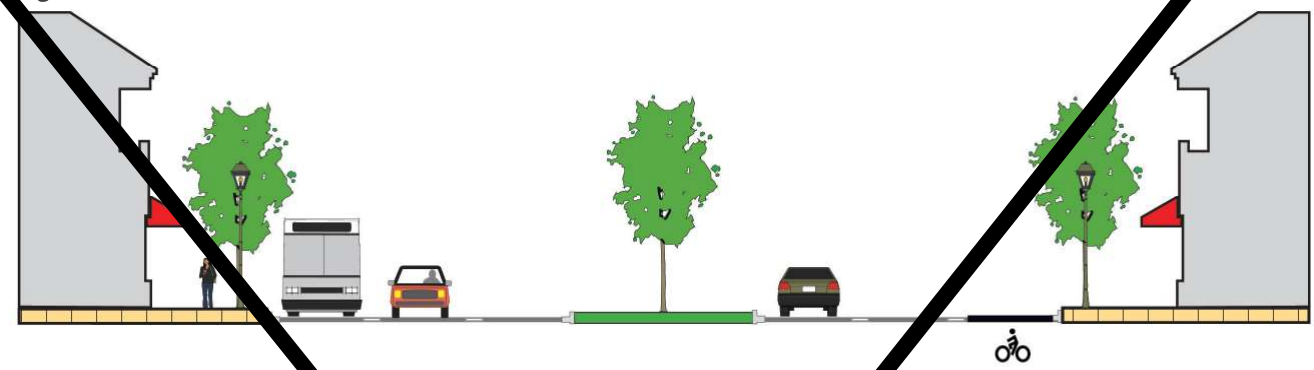
After reviewing transit options including Bus Rapid Transit and Light Rail, it is recommended that a streetcar system would best suit this corridor. This recommendation is based on several factors including the location (LSU campus and downtown), potential riders and potential economic benefit of fixed rail to encourage reinvestment. It is also recommended that the rails be placed in the roadway lanes rather than the median. This is common practice in major and mid-sized cities because the shared-lane placement can further enhance the corridor while improving access to streetcar stops and shelters.

As an interim measure, it is recommended that a rubber-tire alternative transit initiative be instituted as soon as possible. Once again, LSU and downtown advocates should be supportive of this effort. Preferably, the vehicles used on this route should be of a "trolley car" style in lieu of standard buses.

Figure 28: Photo-simulation of Potential Street Car and Development Along Nicholson Drive

Move to page 48

Figure 29: Perkins Road



PERKINS ROAD (LA 427)

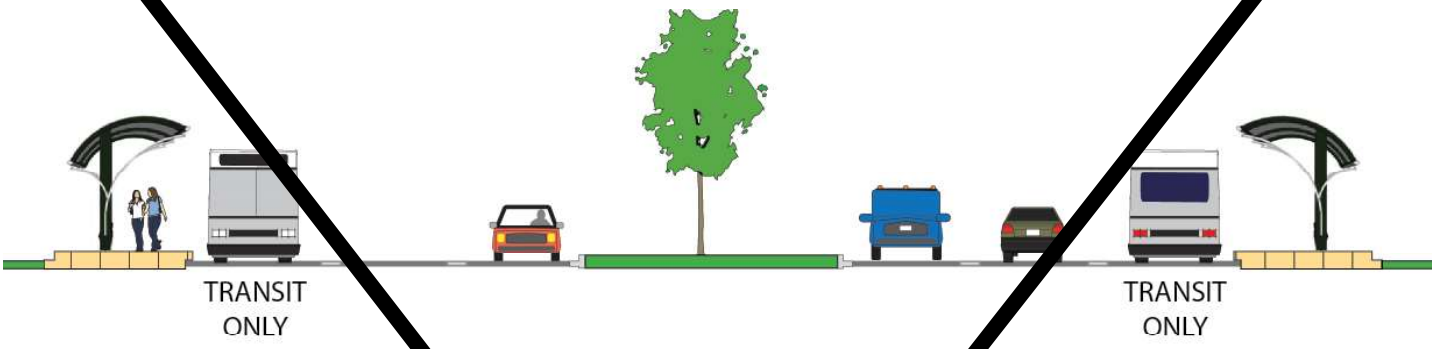
Perkins Road has become one of the busiest streets in East Baton Rouge Parish due to population shift to the southern portion of the Parish. Over the past few decades the area framed by Essen Lane, Bluebonnet Boulevard, Interstate 10 and Perkins Road has attracted numerous hospitals and ancillary medical service businesses to form a medical district. Other major travel destinations in the area include the Mall of Louisiana, Perkins Rowe, BlueCross BlueShield corporate headquarters and several hotels.

Perkins Road suffers from the same typical development over the past 50 years as the rest of the Parish: poor access management, large parking lots located along the road, buildings pushed back from the road, poor pedestrian connections and a lack of other transportation modes. The cross-section for Perkins Road typically consists of five-lanes within a right-of-way that ranges from 100 to 125 feet. Sidewalks exist along the Medical Corridor of Perkins Road; however, the sidewalk abuts the edge of the roadway with no trees.

Some of the more recent developments along Perkins Road have shown improvement. The first Traditional Neighborhood Development was built at the intersection of Perkins Road and Oakdale. Another TND is planned on Perkins Road near the intersection with College Drive. What is missing from all of these developments is a multi-modal link along Perkins Road and connections to Bluebonnet Boulevard and Essen Lane.

To maximize the potential growth for this area Perkins Road (along with Essen lane and Bluebonnet) must be changed to facilitate other modes of transportation. With all of the retail, residential and employment opportunities in the Medical District, it is quite possible that residents could live comfortably without an automobile given that the proper infrastructure is established. This could be accomplished if Perkins Road was retrofitted with a landscaped median versus a two-way, continuous left- turn lane. A dedicated bike lane or shared bike lane with a widened sidewalk should be developed. Street trees, proper lighting and a widened outside lane for transit should all be constructed to complete the street.

Figure 30: Airline Highway from Scenic Highway to Highland Road



AIRLINE HIGHWAY (US 61)

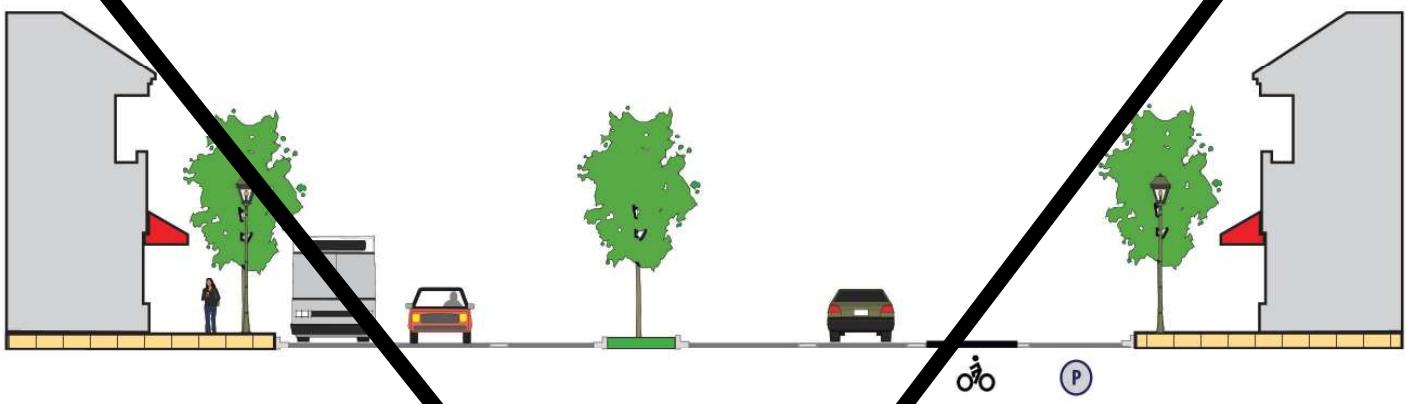
Airline Highway is one of the oldest highways in the State of Louisiana. This road was the main connection between Baton Rouge and New Orleans before the interstate system. Significant congestion exists along this corridor. Considerable investment has been made by DOTD to promote efficient travel along this corridor, which include several grade separated interchanges. Unfortunately this effort has been diluted due to the large number of access points along the corridor. Consolidating driveways and other access points that feed cars onto Airline Highway would help to reduce congestion. The width of the right-of-way typically averages 200 feet. The road cross-section ranges from four to six lanes with a median dividing the road. Posted speeds range from 45 MPH to 55 MPH.

Since Airline Highway is one of the oldest roads, significant development and infrastructure was associated with this road. As population increased in the south of East Baton Rouge Parish and outlying parishes, many business have relocated from Airline Highway. Many of the existing businesses located on Airline Highway such as car dealerships and furniture stores value the exposure of the location because so many vehicles travel by daily.

Several street enhancements can help to reverse the trend of vibrant business leaving Airline Highway. Larger sidewalks should be constructed where commercial property dominates. Increased buffers along uninterrupted, free-flowing traffic movement would enhance the aesthetics of the streetscape. Median widths of 24 feet or larger should be established so that dual left-turn lanes and future rail or transit lanes can be accommodated. To promote additional modes of travel along this corridor, express bus services should be established in the wider outside lanes. Street trees, curb extensions, and traffic islands may be used to manage pedestrian traffic and enhance community character. Frontage roads are another enhancement available for this corridor. These secondary roads would reduce the number of access points that directly connect with the mainline. The frontage roads could be used for parking and landscaping opportunities. Similar to the improvements proposed for sections of Florida Boulevard, the buildings could be located adjacent to the frontage road to frame the street and provide a more urban feel.

Part 2: **FUTUREBR Transportation Plan**

Figure 11: Plank Road



PLANK ROAD (LA 67)

Plank Road is a key connector to the airport and Downtown. It also provides connectivity to Harding Boulevard and Southern University. The land uses along Plank Road primarily consist of retail; however, there has not been much recent development on Plank Road. Most of the businesses are convenience stores and other similar services.

Plank Road is a four-lane, undivided road with some sidewalks within a right-of-way that ranges from 80 to 125 feet in width. The posted speed ranges from 30 to 45 MPH. However much like Government Street, there is poor delineation between sidewalks and the numerous driveways along the corridor. Above ground utilities and a lack of street plantings create an unsightly and unwelcoming streetscape.

To promote a stronger connection to nearby neighborhoods, wide sidewalks should be constructed where commercial property dominates the corridor. Adding or improving a pedestrian buffer will create a more appealing streetscape. Parking along one side of the street would reduce the need for on-site parking and allow for buildings to locate closer to the street. Street plantings and trees would provide shade for pedestrians and hide some of the above ground utilities. The outside lanes should be wider than the normal lane to accommodate transit vehicles. Separate bike lanes should also be developed to complete the streets.

PART 4: **Goals, Objectives and Actions to Achieve the Vision**

This section details the transportation goals, objectives and actions that will move East Baton Rouge Parish toward the community's Vision.

Goals are the big overarching ideas, changes or practices that are essential to realize the community's Vision.

Objectives establish specific, measurable, attainable and realistic goals that guide how the Comprehensive Plan is implemented in a way that will achieve the Vision.

Actions outline the steps needed to achieve the objectives.

STRATEGIC IMPLEMENTATION PLAN:

In addition to goals, objectives and actions, the [illegible] recommends the strategic actions that should be taken in the first 3 to 5 years following plan adoption. These strategic actions are found in the Strategic Implementation Plan.

Transportation Goals

1. Establish a road network with improved and acceptable local and regional traffic congestion levels.
2. Establish and support the development of connectivity throughout the transportation system.
3. Implement complete streets policies and design concepts.
4. Develop a modern, choice-rider transit system.
5. Enhance the bicycle and pedestrian network throughout the Parish.
6. Improve coordination between agencies to improve communication and transportation results.
7. ~~Reduce parking requirements.~~
8. Reduce vehicular emmissions.

Transportation Goal 1

Establish a road network with improved and acceptable local and regional traffic congestion levels.

Objective 1.1

Pursue strategic investments to ~~increase the capacity of the local road system~~ reduce congestion related delay~~; seek to achieve a 25% reduction in congestion related delay within 10 years.~~

Actions to support objective 1.1:

1.1.1 ~~Develop and adopt a Comprehensive Transportation Plan and~~ Coordinate with the Metropolitan Planning Organization (MPO), the Louisiana Department of Transportation and Development (LADOTD), and the Federal Highway Administration (FHWA) and other influencing agencies on the development of a Comprehensive Transportation Plan that can be adopted by Metropolitan Council.

1.1.2 Prioritize ~~all~~ transportation projects by order of need and cost effectiveness in the transportation plan.

1.1.3 Incorporate into the UDC a requirement for a traffic impact study to be completed by developers on projects over a certain size. Such studies should recognize and provide incentives for alternative modes of transportation.

1.1.4 Utilize Intelligent Transportation Systems (ITS)[3] and other innovative concepts to maximize the efficiency of the existing

3 The U.S. Department of Transportation's (USDOT) ITS research program focuses on intelligent vehicles, infrastructure and transportation systems and innovative techniques to address safety issues, mobility and the environment. www.its.dot.gov

network.

1.1.5 Update the Comprehensive Transportation Plan in conjunction with the City-Parish Comprehensive Plan every five years to ensure maximum effectiveness of transportation investments.

1.1.6 Support the 2004~~04~~16 Master Plan Update of the Baton Rouge Metropolitan Airport.

1.1.7 Support the Port of Greater Baton Rouge by way of maritime and roadway infrastructure investment.

Objective 1.2

Improve regional mobility through identification and prioritization of required projects and consequent funding of the projects at the state and federal level.

Actions to support objective 1.2:

1.2.1 Prioritize regional transportation projects, facilitate adoption within the Capital Area Metropolitan Planning Organization (MPO)'s Transportation Improvement Plan ~~TIP~~ and LADOTD's Surface Transportation Improvement Plan ~~STIP~~.

1.2.2 Promote regional transportation projects at the state and federal levels to ensure that their importance is fully understood and supported.

1.2.2 Coordinate with LADOTD and FHWA as relevant projects move through funding and implementation processes.

~~1.2.4 Update the target projects as needed to match the needs of the region.~~

Objective 1.3

Adequately fund priority projects.

Actions to support objective 1.3:

1.3.1 Develop programs to effectively compete for new federal grants and funding sources as they become available.

1.3.2 Maximize available state funds spent on local transportation projects by coordinating the Comprehensive Transportation Plan with LADOTD and working at all levels of government to insure priority is given to regional transportation challenges.

1.3.3 Leverage available funds with private investment to achieve a positive land use-transportation connection; seek to improve mobility, enhance air quality, support economic growth, and ensure the financial stability of the transportation system.

1.3.4 Identify and pursue other potential funding sources. These potential sources include local taxing and bonding, public private partnerships and innovative federal programs.

1.3.5 ~~5.1.2~~ Develop project metrics that include a bonus in the scoring of multi-modal corridors for future consideration. MOVED from Goal 5

Objective 1.4

Develop the transportation system to facilitate the economic needs and development of the Parish and region.

Actions to support objective 1.4:

1.4.1 Develop appropriate adequate facilities for movement of freight traffic within and through the region.

1.4.2 Identify and prioritize upgrades to ~~for multi-modal~~ intersections and interchanges to ~~reduce the accident rate~~

increase accessibility and safety.

~~1.4.3 Reexamine outdated transportation interchanges and increase accessibility for a range of users groups.~~

Transportation Goal 2

Establish and support the development of connectivity throughout the transportation system.

Objective 2.1

Establish a network of streets to further reduce congestion, and ensure public and private development consistently supports the goal of connectivity for the street network. Actions to support objective 2.1:

2.1.1 Require connectivity in new developments through appropriate codes and ordinances to ease congestion and more evenly distribute traffic.

2.1.2 Enforce and prioritize connectivity at every level of government, ~~allowing waivers to this requirement only when it is beneficial to the majority of citizens.~~

~~2.1.3 Prioritize, fund and construct these connections.~~ COMBINED with 2.1.2

Objective 2.2

Add connections to the existing street system, where possible, to improve the existing network of streets.

Actions to support objective 2.2:

2.2.1 As part of the Comprehensive Transportation Plan, identify all locations where achievable connections can be made that improve the street grid.

2.2.2 ~~Consider providing~~ When roadway connections are not possible, provide convenient connections to other modes of transportation through implementation of well-connected streets.

2.2.3 Provide bicycle and pedestrian facilities along riparian areas, rights-of-way and servitudes when possible.

2.2.4 Encourage the co-location of intermodal connections – including transit stops, station areas, enhanced bicycle facilities such as wayfinding and short-and long-term parking, high quality pedestrian infrastructure, and shared public parking – particularly at mixed-use centers and employment centers.

~~2.2.4 Inform the public of the general benefits of connectivity and the specific benefits of these new connections through informational campaigns.~~

2.2.4 Collocate intermodal connections – including transit stops, station areas, enhanced bicycle facilities such as wayfinding and short-and long-term parking, high quality pedestrian infrastructure, and shared public parking – particularly at mixed-use centers and employment centers.

Objective 2.3

Manage access to higher volume ~~highways~~ roadways.

Actions to support objective 2.3:

2.3.1 ~~Limit direct~~ Develop access management plans ~~to major highways to keep neighborhoods intact~~ to maintain traffic flow and reduce vehicular accidents.

~~2.3.2 Use non-traversable medians, when appropriate to regulate access and improve safety.~~ COMBINED with 2.3.1

2.3.3 ~~Develop and maintain a supporting network of streets which provide alternate circulation options to higher traffic volume highways.~~ COMBINED with 2.3.1

Transportation Goal 3

Implement Complete Streets policies and design concepts.

Objective 3.1

Ensure Complete Street policies and standard cross sections are institutionalized and practiced throughout the ~~City~~ Parish.

Actions to support objective 3.1:

3.1.1 ~~Adopt~~ Develop and implement Complete Streets cross section standards, including provisions for roundabouts.

3.1.2 Ensure streets with significant traffic volumes and transit routes incorporate appropriate transit pullouts and as part of their street design to maintan traffic flow.

3.1.~~2~~3 Work in partnership with LADOTD to leverage corridors and funding mechanisms that would be of mutual benefit for Complete Streets applications.

3.1.3~~4~~ ~~Promote~~ Utilize Complete Street cross section revisions whenever corridor reconstruction or reconfiguring occurs.

~~3.1.4 Establish and fund "Great Streets" program for CSS projects on existing and new streets.~~

3.1.5 Develop and adopt a Complete Streets Design Manual that includes a process for project prioritization and ~~to~~ guides public and private improvements–both new construction and retrofits.

~~Objective 3.2~~

~~Identify private and public funding to support a catalytic corridor program.~~

~~Actions to support objective 3.2:~~

~~3.2.1 Engage businesses and stakeholders along each corridor to create financing districts for corridor improvements.~~

~~3.2.2 Direct traffic impact fees to pilot corridors projects.~~

~~3.2.3 Consider a bond issue to fund projects.~~

~~3.2.4 Coordinate with DOTD for potential funding, such as safety or congestion mitigation projects.~~

~~3.2.5 Pursue federal funds from DOT, EPA and HUD.~~

Objective 3.3

Construct catalytic corridors to demonstrate how streets contribute to the urban environment.

Actions to support objective 3.3:

~~3.3.1 Prioritize the catalyst corridors below based on benefits and available funding:~~

- ~~Florida Boulevard~~
- ~~Government Street~~
- ~~Nicholson Drive~~
- ~~Perkins Road~~
- ~~Airline Highway~~
- ~~Plank Road~~

3.3.2 Pursue and construct multi-modal enhancements using a context sensitive solutions process ~~for the catalyst corridors.~~

Transportation Goal 4

Develop a modern, choice-rider transit system.

Objective 4.1

Part 3: **Goals, Objectives and Actions**

Build and fund a robust transit network that serves as a backbone to future system expansion.

Actions to support objective 4.1:

4.1.1 Develop an ADA Transition Plan for correction of deficient transit stops.

~~Support the recommendations of Blue Ribbon Commission on East Baton Rouge Transit regarding funding and governance structure.~~

~~4.1.2 Develop implementation criteria by which future corridors will be judged including: economic development/Transit Oriented Development (TOD) potential, choice-rider attraction, development of iconic segments and technologies, enhanced quality of life, and multi-modal system integration.~~

4.1.3 ~~Develop a program to provide public and private transportation~~ Improve access from the airport to key areas of the city, such as downtown, hotels, convention centers, universities, and bus stations.

~~4.1.4 Identify dedicated funding sources for use in system refinement and expansion.~~ COMPLETE

Objective 4.2

Identify high capacity transit corridors for future implementation.

Actions to support objective 4.2:

4.2.1 Develop short-term signature lines that are expected to attract a high percentage of choice-riders – such as Florida Boulevard, ~~and~~ Nicholson Drive and Plank Road.

4.2.2 Develop medium-term signature line strategies that further develop the choice-rider system along ~~important~~ other corridors ~~such as Airline Highway, Acadian Thruway, Plank Road and Scenic Highway~~.

4.2.3 Pursue funding opportunities for system enhancement ~~completion including federal, state, and local funding strategies that are focused on providing the best overall benefit to East Baton Rouge Parish~~.

4.2.4 Coordinate with the Capital Regional Planning Commission and other relevant agencies to pursue regional passenger rail service.

Transportation Goal 5

Enhance the bicycle and pedestrian network throughout the Parish.

Objective 5.1

~~Recognize the importance of the~~ Develop an on-street network of bicycle and pedestrian facilities. ~~Incorporate bicycle and pedestrian facilities into new and existing development.~~

Actions to support objective 5.1:

~~5.1.1 Adopt the complete streets policy throughout the City-Parish.~~ COMPLETE

~~5.1.2 Develop project metrics that include a bonus in the scoring of multi-modal corridors for future consideration.~~ MOVED to 1.3.

~~5.1.3 Establish dedicated funding resources for pedestrian and bicycle planning and coordination.~~

5.1.1 Utilize the Complete Street Technical Committee and Advisory Committee to review ~~and update~~ the Bicycle and Pedestrian Master Plan being by LADOTD. Coordinate with the BREC Trails Master Plan and other trail network plans to

~~focus on connecting neighborhoods with destinations~~ create a multi-modal path system. ~~It should include the following priorities:~~

5.1.2 Incorporate bicycle and pedestrian facilities into new and existing development (assigned to Planning Commission).

5.1.3 Continue coordination with the Baton Rouge Area Foundation to implement a Bike Share Program.

5.1.4 Maintain facilities that can be used for bicycle access, such as wide shoulders.

Objective 5.2

Improve the pedestrian environment along major arterial corridors.

Actions to support objective 5.2:

5.2.1 Ensure that continued development of sidewalk and crosswalk improvements occurs with other road improvements ~~on major arterial corridors~~ where opportunities to enhance the pedestrian environment exist.

5.2.2 Review and update the City's current sidewalk maintenance policy to include developing a dedicated funding source for sidewalk maintenance and enhancement, and/or the use of local improvement districts to fund streetscape improvements–including sidewalks, street furniture, trees, and other amenities.

5.2.3 Develop an ADA Transition Plan for correction of deficient walks and crosswalks. (Assign to DTD)

5.2.4 Develop a standard to apply midblock crosswalks in long block sections.

~~Objective 5.3~~

~~Develop a bike network and a pedestrian network that allows residents to safely and efficiently use bicycles to go to work, school, recreation areas and shopping/dining.~~

~~Actions to support objective 5.3:~~

Combined With 5.1

~~BICYCLE~~

- ~~Improve integration of on-street bicycle facilities with BREC parks and off-street trail system through the use of road diets, traffic calming, signage, bike lanes and shared lane markings.~~
- ~~Continue to improve circulation into and around downtown. This includes additional on-street pavement markings and exploring a bicycle boulevard concept using a lane of existing traffic.~~
- ~~Continued efforts to expand bicycle advocacy, education and enforcement.~~
- ~~Adopt a complete streets policy and add coordinated funding for simultaneous construction of bike facilities with street, drainage and other infrastructure improvements.~~
- ~~Review of private and public development projects to ensure adequate bicycle parking and access.~~
- ~~Amend zoning ordinance to require bicycle parking in new development. The number of bike parking spaces required by the ordinance should be reviewed and updated based on the total off-street~~

parking spaces required. Specific rules and regulations governing the dimensions and design of bicycle parking should be adopted.

- Continue developing a detailed inventory of bicycle facilities–routes, parking, and amenities–and bicycle plans as part of the small area planning process.

PEDESTRIAN

- Perform a calculated sidewalk inventory of key civic and private destinations and neighborhoods.
- Use the information gained from the inventory, to conduct workshops to elicit the public's pedestrian priorities and concerns.
- Review pedestrian elements recommended in other relevant plans and a review of public feedback from the pedestrian workshops.
- Identify important pedestrian corridors and destinations in the City – such as arterial and collector streets served by transit, neighborhood destinations, downtown, TODs, pedestrian shopping corridors, schools, parks and large entertainment facilities.

IDENTIFY AND PRIORITIZE IMPROVEMENTS

- Continue program for providing curb ramps and other facilities to accommodate persons with disabilities and improve access to transit.
- Review the road and sidewalk system and the pedestrian crossing areas to make sure they provide access to persons with disabilities, in conjunction with the curb ramp program.
- Develop partnerships coordinated with BREC to enhance pedestrian connections between parks and other recreational facilities.
- Establish dedicated funding to implement the plan.

5.3.2 Continue coordination with the Baton Rouge Area Foundation to develop a Bike Share Program (assigned to Planning Commission.

Objective 5.4

Increase public access to information on the bicycle and pedestrian network.

Actions to support objective 5.4:

5.4.1 Develop a mobile application providing access to bicycle and pedestrian facilities.

Transportation Goal 6

Improve coordination ~~between agencies to improve communication and transportation results.~~ and communication between agencies.

Objective 6.1

City-Parish leadership should collaborate within and between departments and agencies in support the FUTUREBR transportation plan and recommendations.

Actions to support objective 6.1:

6.1.1 Coordinate multi-modal planning of

transportation improvements between the City-Parish, Airport Commission, CATS, Greater BR Port Commission, railroads, CPRC, LADOTD.

6.1.2 ~~Consider forming an interdepartmental committee to~~ Utilize the Complete Streets Technical and Advisory Committees in coordinateion of non-roadway transportation related projects ~~between City-Parish departments and other transportation-related agencies~~.

~~6.1.3 Consider moving or consolidating resources within DPW and CPPC.~~ COMPLETE

~~6.1.4 Coordinate with the Metropolitan Planning Organization (MPO) to leverage funding in support of a multi-modal transportation system.~~

~~Objective 6.2~~

~~Work with DOTD to reconcile the traffic impact study process for consistency.~~

~~Actions to support objective 6.2:~~

~~6.2.1 Establish formal coordination between the City-Parish and DOTD to insure consistency regarding traffic impact requirements.~~

~~6.2.2 Execute a cooperative endeavor agreement whereby DOTD accepts the East Baton Rouge Parish traffic impact fee as mitigation.~~

~~Transportation Goal 7~~ DUPLICATE

~~(See Land Use element)~~

~~Reduce parking requirements.~~

~~Objective 7.1~~

~~Establish off-street parking standards that reflect actual parking demand.~~

~~Actions to support objective 7.1:~~

~~7.1.1 Revise the parking requirements to reduce the amount of parking required.~~

~~7.1.2 Evaluate parking requirements to take into account mixed-use development, transit availability and other factors that mitigate on-site parking demand.~~